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KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after AUGUST 23rd, 1930, until Further Notice (all previous
Time Tables cancelled).

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Kowloon Dep.	6.35	8.00	8.24	9.08	10.00	12.03	1.15	2.34	3.00	4.30	5.40	7.45												
Yau Ma Tei Dep.	6.44	8.09	8.33	9.17	10.09	12.12	1.24	2.43	3.09	4.39	5.49	7.54												
Shatin Dep.	6.53	8.18	8.42	9.26	10.18	12.21	1.33	2.52	3.18	4.48	5.58	8.03												
Tai Po Dep.	7.10	8.35	8.59	9.43	10.35	12.38	1.50	3.09	3.35	5.05	6.15	8.20												
Market Dep.	7.15	8.40	9.04	9.48	10.40	12.43	1.55	3.14	3.40	5.10	6.20	8.25												
Failing Dep.	7.25	8.50	9.14	9.58	10.50	12.53	2.05	3.24	3.50	5.20	6.30	8.35												
Shum-chun Dep.	7.30	8.55	9.19	10.03	10.55	12.58	2.10	3.29	3.55	5.25	6.35	8.40												
Canton Arr.	7.38	9.40	10.10	10.54	1.00	3.03	3.18	3.40	5.39	6.38	8.43													

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Canton Dep.					8.25								8.25											
Shum-chun Dep.					7.13	7.59	10.34	11.41	12.19	2.35	4.39	5.47	6.54	7.19										
Failing Dep.					7.20	8.06	10.41	11.48	12.26	2.42	4.46	5.54	7.01											
Market Dep.					7.25	8.11	10.46	11.53	12.31	2.47	4.51	5.59												
Tai Po Dep.					7.33	8.21	10.57	12.03	12.41	2.55	5.00	6.08												
Shatin Dep.					7.40	8.28	11.01	12.09	12.47	3.03	5.04	6.12												
Yau Ma Tei Dep.					7.53	8.39	11.14	12.21	13.00	3.16	5.17	6.25												
Kowloon Arr.					8.08	8.51	11.28	12.35	13.14	3.27	5.29	6.38												

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EUROPE AND DISARMAMENT.

LORD CECIL ON THE PREPARATORY COMMISSION.

PROPOSALS AND DIFFICULTIES EXPLAINED.

When Lord Cecil addressed the
Council meeting of the League of
Nations Union in the St. George's
Hall he gave a long and interesting
account of the work of the Pre-
paratory Disarmament Commission.
He replied vigorously to criticisms,
and his candid explanation of the
difficulties which were surmounted
greatly impressed his audience.
The effect of his speech was seen
in the discussion that followed.

Disappointment was expressed by
some of the speakers at the slow
progress made towards disarmament
at Geneva, and resolutions in that
sense sent in from two of the
branches were moved, but these
were withdrawn, and a motion
put forward by Professor Gilbert
Murray recording full confidence in
Lord Cecil and his work for world
disarmament, and welcoming the
draft convention as "furnishing a
sound foundation" for the work of
the world conference, was carried
without opposition.

At the same time the resolution
called attention to the "grave and
ever-increasing menace to the peace
of the world which results from the
continued failure of the Allied
Powers to fulfil their undertakings
with regard to disarmament given
to Germany in the Treaty of Ver-
sailles." Lord Cecil began by a
reminder that the Commission was
not appointed to draw up a com-
plete scheme of disarmament, but
to establish the framework of a
scheme into which could be fitted
the actual proposals on which the
nations of the world could be in-
duced to agree. All the members
of the Commission were not quite
alive to that essential fact.

The Convention Explained.

The work had been done con-
scientiously and not in haste. He
had been immensely encouraged by
the great change of atmosphere on
the Commission since he last at-
tended it in 1927.

Lord Cecil proceeded to explain
the convention in detail. The con-
vention provided a total limit of the
numbers of armies and of officers
and professional soldiers. By the
last two limitations they had in-
ferentially limited the number of
conscripted soldiers.

In dealing with the personnel of
air forces there were difficulties,
owing to the different formation of
air forces in this and other coun-
tries, but they decided it would
be sufficient to limit the total num-
ber in the Air Force, and also the
number of trained professional
soldiers who were capable of being
employed in this arm. The Com-
mission limited the land most, the
air next, and the navy last, for the
reason that it was held that the
strength of an army depends largely
upon the numbers of men, whereas
the strength of a navy depended
almost entirely upon the ships, and
the strength of an air force depend-
ed partly upon the numbers of men,
but largely upon the actual air-
craft.

It was agreed that it was essen-
tial to limit the period of service
of conscripted soldiers, with the
idea that if the period were cut
down the soldiers would be trained
sufficiently for defence, but not
for offence. This was one of the
early arrangements made between
those anxious for reduction and
those anxious for security, and at
the last meeting it was settled that
the period of service in every con-
scripted force should be limited to
what each country could be induced
to accept, and then there should
be a general overriding limit to be
applied to all forces as a maximum.

The great advantage of having an
overriding limit was that it would
enable the Conference to deal with
the period of services apart from
any limitation each nation could be
induced to accept, and it would
furnish a means of pressure upon
any nation inclined to hold out for
an unduly long period of service.

Trained Reserves.

Replying to the criticism that the
Commission ought to have dealt
with the limitation of trained re-
serves, Lord Cecil argued that the
only way to limit trained reserves
was to limit the number of men
with the colours. That had been
done, and it applied not only to
professional but to conscripted
soldiers, and this would necessarily
and automatically reduce the num-
ber of trained reserves.

As to the criticism that something
should have been done to limit or
destroy conscription, he said that
they had tried hard for that four
years ago on the Commission and
got practically no support. The
hopelessness of it was brought home
to him when a Swiss representative
told him that Switzerland would in
no case abolish conscription, re-
garding it as a fundamental prin-
ciple of democracy. The only other
policy was to limit conscription,
and that, he maintained, the Com-
mission had done.

Discussing the limitation of mater-
ial in navies, Lord Cecil remark-
ed that the act of the Germans, of
which no one could complain, in
constructing a 10,000-ton cruiser
within the peace treaty limit which
was in effect of the battleship class,
was a criticism of the value of
what was called direct limitation.
The moment figures were fixed it
was easy to find that limitation
turned out to be no effectual limita-
tion at all. For this reason the
Commission added a system of
budgetary limitation.

(Continued on Page 4.)

Diary of Coming Events.

To-day, (January 7.) Queen's Theatre: "Fox Follies of 1930." World Theatre: "Greyhound, Ltd." Star Theatre: "Casey at the Bat." Central Theatre: "Sarah and Son." Tea Dance: H.K. Hotel, 4.30 p.m.	Dinner Dances: Peninsula Hotel, and Repulse Bay Hotel, 8.30 p.m. European Mail Outward: Europe via Siberia (Empress of Russia), 10 a.m. Thursday, (January 8.) Queen's Theatre: "Unholy Three." World Theatre: "Chasing through Europe." Star Theatre: "State Street Sadie." Central Theatre: "Sarah and Son." Third Annual Dance of the Ladies' Hockey Club, Lane, Craw- ford's, 9 p.m. Tea Dance: H.K. Hotel, 4.30 p.m. Dinner Dances: H.K. Hotel and Peninsula Hotel, 8.30 p.m. Helena May Concert, 5.30 p.m.
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- 6.—Veal Curry
- 7.—Roast Potatoes
- 8.—Boiled Potatoes
- 9.—French Beans
- 10.—Banana Fritters
- 11.—Fruit
- 12.—Tea or Coffee

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NOTES FROM EVERYWHERE.

NEW OIL ENGINE FOR MOTOR BOATS.

It has long been the aim of Internal Combustion Engineers to produce a small engine, operating on the Diesel principle, for motor boats, auxiliary yachts and commercial craft such as tugs and self-propelled barges.

After three years of intensive experimenting the details are now revealed of a remarkable new oil engine which the Alfa Craig Motor Co., Ltd., of Chislewick have just completed at their Strand-on-Green Works. It is a 4-cylinder unit of 40 h.p. operated on the Aero-Diesel principle using ordinary Diesel Oil. It not only incorporates the moderate weight, instant starting and smooth running of the familiar petrol engine but by using a heavy fuel such as Diesel Oil it cuts out fire risk and the fuel bill is only a quarter that of petrol.

The engine is started by merely pushing an electric button just as a car engine. Although primarily designed for marine work it is equally useful for driving air compressors as well as electric welding and lighting sets, especially is it suitable for emergency lighting sets on ships.

As a marine engine one of its most useful fields is for motor lifeboats. Now-a-days when large motor liners are more and more taking the place of steam driven ships such an engine as the new Alfa Craig Aero-Diesel is particularly desirable, as it obviates the necessity of having to carry a supply of highly combustible fuel like petrol or benzene, for the fuel it

uses is always at hand on such vessels.

Needless to say the advent of this new engine opens up far reaching possibilities. At this year's Motor Show in London it proved to be one of the outstanding exhibits in the Marine Section and it has created wide spread interest among engineers and yachtsmen the world over.

CATCHING THE JUDGE'S EYE.

"I notice that women are particularly given to talking while driving motor-cars. You can see their mouths moving all the time."—Judge Randolph.

Like ripples, as they flow to reach the river, ladies chatter; For ladies have the gift of speech. They talk about — no matter, They "chatter, chatter as they go" (Quotation from Lord Tennyson). And do not seem to care a blow For judge's curse or benison. "Their mouths are moving all the time."

Yet, if with pearls they glisten, Well, to their chatter, chatter I'm Not indisposed to listen.

How different to the lady is The strong and silent hero, With teeth in mesh, just like — gee whizz!

A strong and silent gear—O! Though man with words is less endowed.

That is the sex that's weaker, And does not think his thoughts aloud.

Yet, if he were a speaker And really let the sluice-gates go— Let Old Man River hop it— His language, when he let it flow, Would need some dams to stop it.

FIAT SUCCESES IN THE ARGENTINE.

In the "Standard" 400 kilometre race, run in the Argentine Republic, over the noted Moron Circuit, just outside Buenos Aires, and confined to strictly standard cars, the well-known Argentine race driver Jose Balconi who also won last year on a model 520 Fiat on the same difficult course—asserted his consummate skill again this year, winning his class brilliantly on a Fiat 521, two-seater and taking third place in the general classification—against the most powerful eight-cylinder American cars—at the magnificent average speed of 80 Kms. (53.4 miles) per hour. His time for the 400 Kms. 248 mins. was exactly 4 hours 36 mins. 40 secs.

More significant still was the success won by another Fiat car in the "Grand Prix of Arrecifes" also in the Argentine, and run a few days after the Moron Circuit. This race, run over a short circuit of very varied common road, including steep gradients and a level crossing, was open to sports cars without limitation of power or type, and some of the best known American makes, handled by the most famous Argentine drivers took part in it. A humble local mechanic, Ricardo Caru, tuned up an old model 510 Fiat—the only Fiat car entered—and with it aroused the enthusiasm of the great crowd assembled from all parts. Throughout the whole of the 500 Kms. (310

miles) of the course, he maintained the lead over 21 competing cars, all of high power and recent construction, finishing second in the general classification in 4 hours 10 mins. 18 secs.—Only one minute behind the winner; the famous J. A. Gaudino (whose mechanic Caru was in the 24 hours' record on the Moron Circuit).

The incredible average speed of over 116 Kms. (72 miles) per hour maintained by the ancient Fiat for 500 Kms. (310 miles) of extremely varied road, and the fierce duel sustained with the winner whose time was exactly 4 hours 18 mins. 38 secs.—showed once more to the motoring public of the New World, highly enthusiastic patrons of road racing, that Italian built machines never grow old and can hold their own brilliantly against the best reputed of the world's makes, even when the driver is an outsider compared to the famous "crack" racing men.

BRITISH MARINE MOTORS' SUCCESS IN DESIGNING COMPETITION.

In a recent designing competition for Motor Cruisers of moderate price and not exceeding 35ft. length organised by The Yachting World Journal it is significant that the 1st and 2nd prize winners, both designers of world-wide repute, selected British engines as being in their opinion, the best. It is also an interesting coincidence that they both selected the same make of engines. In the first prize design twin 10/16 h.p. 4-cylinder Alfa Craig Marine Motors made by the Alfa Craig Motor Co., Ltd., of Chislewick, were specified and in the second a 24-36 h.p. six-cylinder unit by the same makers. In both cases the reasons for the selection of these engines were compactness, smoothness of running, accessibility, reasonable cost and above all reliability. Among the entries in this important competition the specification of British engines was an outstanding feature showing that in the opinion of these best qualified to judge British Marine Motors like the Alfa Craig are not to be beaten for sound dependability and moderate price.

IVAN TAXICABVITCH!

Every now and then Hansard, the official report of Parliamentary debates, affords interesting evidence of the vast range and variety of subjects upon which questions by Members of Parliament are put to Ministers.

One day recently the Home Secretary was asked to state the number of alien citizens now licensed as taximeter cab drivers to ply for hire on the streets of London and the different nationalities of such men.

The answer to this question revealed the fact that 67 aliens are so licensed, but what no doubt will surprise our readers is that the list is headed by 40 Russians and that there is one Greek.

SECOND-HAND CARS.

AN OWNER-DRIVER TELLS OF HIS EXPERIENCES.

November is the thrilling month of the year for the plutocratic motorist. It must be pleasant to stare your bank manager straight between the eyes, to recognise with an icy contraction at the heart those fat envelopes which shriek "Pass-book" from the breakfast table, and to stalk haughtily into magnificent showrooms, knowing that you can buy a Rolls on the nod without giving references or arguing about easy payments.

But we humbler folk know another but perhaps more exciting joy. We buy second-hand; and early autumn is our golden time. For in early autumn all the dealers and some of the proud factories are growing a trifle anxious about unsold cars. In the case of a dealer, anxiety may centre round quite a battalion of used cars which he has accepted in part-payment for 1931 models; and also perhaps round one or two 1930 cars which he purchased to give demonstration runs.

With a factory the anxiety pivots on surplus production, and is more acute. These extra cars cannot be cashed until the late spring or early summer of 1931; for if they are thrown on the market now, they might create a suspicion that the factory has had a bad year, and anyhow they might militate against big bookings for the 1931 model. The astute buyer may, nevertheless, pick one up as a bargain now and again. They will not in any circumstances be marketed ostensibly at any reduction on catalogue price, for that would grab the firm's name; but their agents will offer quite stupendous allowances on used cars in part exchange for such surplus 1930 models.

Tempting Offers.

So at this time of year lots of thrifty and impecunious owners are busy scouting about for their next year's projectile. There lies before me at this moment a heap of letters from various dealers, which are calculated to make any knowledgeable motorist's mouth water. I am in a strait as to which of these incredibly tempting offers I shall travel to inspect, and to try. Every one of them implies a saving of some 25 per cent. on the current catalogue price. Two or three of them, in all probability, represent cars which are slightly better than new; for they are cars which the agents concerned took over last Easter, partly for their own driving, and partly for demonstration work. The dealers in question are bigish men in the trade, hold agencies for perhaps half a dozen good cars, and cannot drive all their demonstration cars hard and far. Test and inspection will eliminate one or two, which look attractive on paper.

For example, Mr. Snatcher sells a down types of cars, from a straight eight down to a baby seven. I guess that when he personally requires a car for a week-end he takes the eight; that his young men demonstrate the smaller stuff, and perhaps racket it about a bit. But these demonstration cars must be kept in perfect adjustment if they are to effect sales. So any car in the bunch will have been tended and nursed rather more carefully than the average privately owned car.

There is one on which my eagle eye fastened as soon as the typed flimsy which boosts it slipped out of the envelope. It is a car which has often caused me to break the Tenth Commandment. The chief of the firm has driven it himself since May, when it was delivered, because prior to May he drove another model with a less attractive body. It is priced at £175 under list price, because the factory has over-produced a trifle. He is disposing of it thus early, because (a little bird has been twittering in my ear) he proposes to drop this agency for 1931; he has dug out as advance model of a 1931 American car, which chugs out 100 h.p. and has a gear box which almost changes itself. I am going to see this car and shall almost certainly buy it; for it has only done 2,000 miles, and I happen to know the engines of this chassis are set up so tight that they don't work really loose in less than 5,000 miles.

Risks Unduly Emphasised.

My friends, remembering how they (if elderly) or their fathers (if they themselves are still young) used to get stung in buying hunters or carriage horses or polo ponies, enlarge on the terrific risks I run in buying second-hand cars. Well, I have bought many second-hand cars, and have never been stung yet. I don't buy them from complete strangers. I don't buy them from the rickety type of youthful amateur. And my unvarying experience is that by cautious, judicious purchases of second-hand cars I reduce my depreciation cost to a very trivial figure indeed. The last trio of such purchases covered respectively 40,000, 15,000 and 11,000 miles in my hands; and in that total mileage the only spare parts of any size, which, presumably, were forced on me because the cars were not new, were two front springs and a crown wheel. On the vintage side I saved nearly £800 on the three cars.

The benefits of buying at second-hand are obviously less marked when one handles cars of the small, inexpensive, mass-production type. In this class depreciation is lower, not only in rate, but absolutely as well.

I was suffering three guineas' worth of diagnosis in Harley Street the other week, and the bad tar-

(Continued on next column.)

MOTOR CYCLING TROPHY.

FOREIGN BID FOR SUCCESS.

News of secret arrangements by foreign rivals on British racing prestige is leaking out.

With the help of British riders Germany, Switzerland and Belgium are organising teams for the Tourist Trophy races in the Isle of Man, and one or two of the trophies may go to the Continent.

The German firms are the "N.S.U." and the "B.M.W."; the Belgium firm is the "F.N."; and the Swiss firm the Motosacoche. The "N.S.U." has a fine reputation dating back to 1860. The "B.M.W." was the first rival to take the world speed record from us, and, with another machine, confidently expects to average 180 miles an hour over the mile in April.

Wal Handley.

The "F.N." is the famous product of the national armament factory of Belgium. It entered machines for the races last year, but could not get them ready in time. The "N.S.U." organisation is in the hands of Walter Moore, one of the best men ever associated with Nortons, of Birmingham. It intends to concentrate on attempting to win the team prize in the Senior (5 h.p.) and the Junior (3½ h.p.) races.

A. J. Guthrie, the famous "A.J.S." rider, and T. F. Bullus, the Sunbeam rider, will be two of the team according to present arrangements.

Wal Handley, the greatest motorcyclist of the age, has, it is reported, renewed his contract of last year to ride the "F.N." machines, being prepared by F. Marchant, for ten years Britain's invincible speed wizard with lightweights.

Dropping Out?

O. J. P. Dodson, the popular Manchester rider, winner of the Senior T.T. in 1928 and 1929, will ride for Motosacoche, Marchant was in charge of these racing machines until last year.

The position is made more serious by the fact that two famous British firms are reported to have decided to drop out of the races. Triumphs, however, are almost sure to return. Another blow is that H. G. Tyrell Smith, winner of the Junior T.T. on a Rudge last year, has gone into business in Dublin, and if he rides it is understood that his entry will be private. Against this Alec Bennett may come out of retirement.

He recounted how he got an ultra-fast sports tourer and a very fine saloon for the new price of one thousand pounds, simply by buying cannif when each car was a year old. Next morning, I played golf with an undergraduate who had actually obtained £10 more in exchange for his second-hand car than he paid for it.

And now I am off to try that May-delivered demonstrator, and I am taking my cheque book with me.—B. H. DAVIES in The Autocar.

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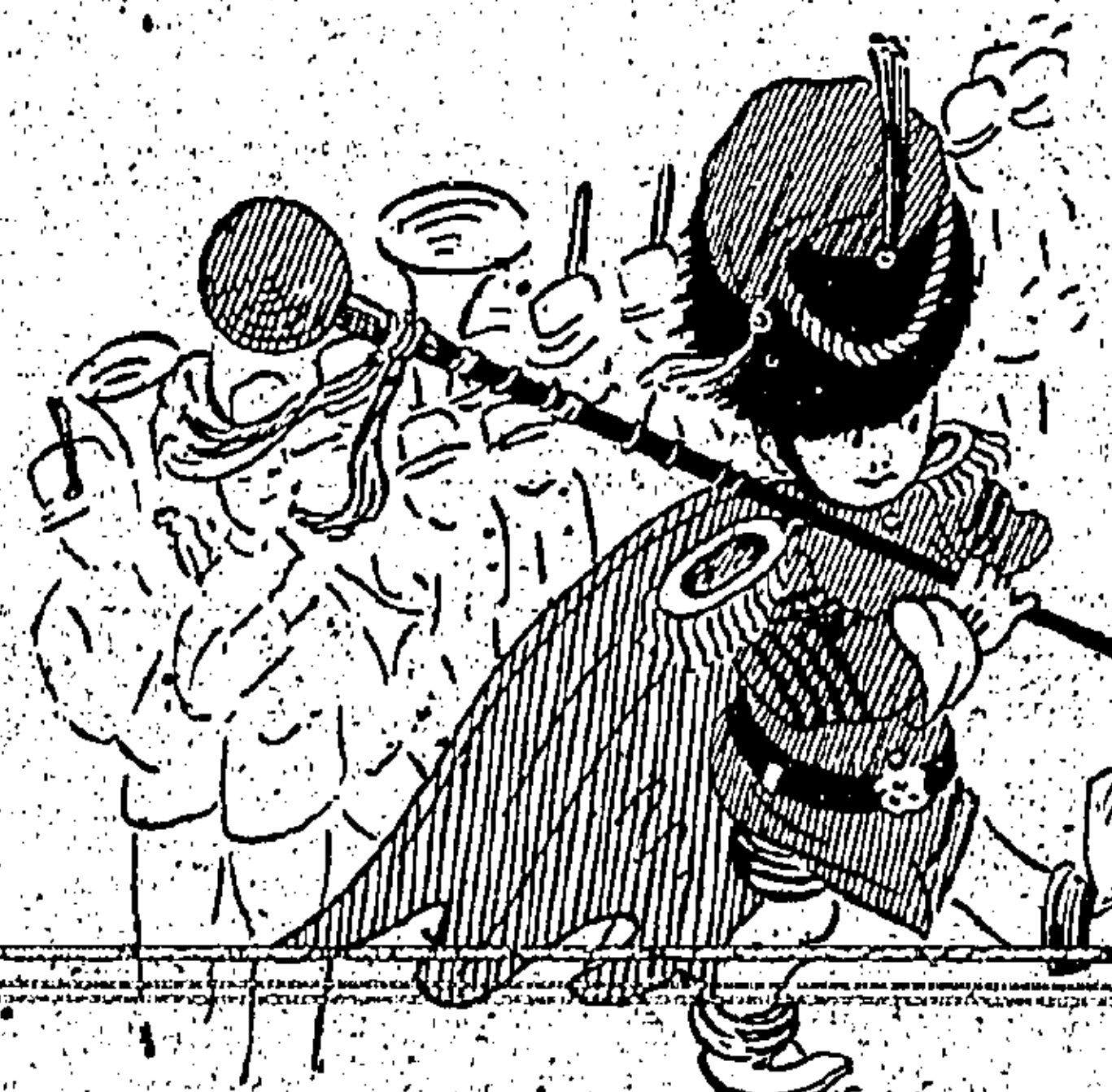
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STANDARD OIL CO. OF NEW YORK

MOTOR NOTES

THE LIGHTER SIDE.

The irony of fate in New York is described in the story of a man who, in an effort to escape an automobile, a trolley car and a fire engine, was run over and killed by a hearse.

Mary had a Ford car.
One of the speedy kind;
And everywhere the front wheels
went,
The rear ones came behind.

"Then you have been up in the air?"
"Oh, yes."
"Airship or balloon?"
"Neither. A motor-car hit me."

Foreign Chauffeur (to deaf farmer): "Can you tell me where I can get some gasoline by der automobile already yet?"
Farmer: "Hey?"
Foreign Chauffeur: "No, mine Gott, nod hay. Dis vas a motor car, not a horse."

Judge: "You have testified that you saw the man's car run over the old gentleman?"
Witness: "Yes sir; the auto was 4.11.44 N.Y. I took the number before the car got away."

Judge: "You are a telephone girl?"
Witness: "Yes sir."
Judge: "Prisoner discharged."

Employer: "Can you produce references from your last master?"
Chauffeur: "In about a month."
Employer: "Why the delay?"
Chauffeur: "He's in hospital."

"Why do you compare your wife with your car?"
"Because they both keep me broke."

"You must take more exercise," said the doctor to his patient.

"Now, in a case like yours, I'd advise a motor —"
"Oh, doctor, I can't afford a car," replied the ailing one.
"Don't worry; just dodge them," replied the doctor.

"I simply cannot stand the toot of a motor horn."

"A fellow whom I hired as my chauffeur stole my car and eloped with my wife. Now every time I hear a horn toot, I think he is coming back."

"What is a chauffeur?"
"A chauffeur is a man who is smart enough to operate a car but too smart to own one."

"And who gets the custody of the car?"
"My wife. I couldn't afford to keep it and pay alimony, too."

"This motoring game is no longer what it's cracked up to be."

"Why not? Speed limits too strict?"

"No; but pedestrians are getting too careful."

A little school girl who was required to write an essay, not exceeding 250 words, on the subject of automobiles, wrote as follows:—
"My uncle bought a car. He was riding it in the country and it balked in going up a hill. My uncle tried to make it go but couldn't, although he spent a \$25 suit trying. I guess this is about fifty words. The other two hundred are what my uncle said as he was walking back to town, but they are not fit to write down."

"Mr. Cleaver, how do you account for my finding a bit of rubber tyre in the bologna I bought of you last week?"
"Madam, that only goes to show the motor car is replacing the horse everywhere."

"And you say this is the picture of your car going at 20 miles an hour? I don't see any car."

"Oh, that's all right. It's inside the cloud of dust."

What some motorists know about their cars would fill a library, and what others don't know about them has filled many a graveyard.

With a look of gloom in his face, Mr. Jipes was adding up the various amounts his car had cost him for repairs during the six months it had been in his possession.

"What are you doing, Joseph?" inquired his wife.
"Waiting any auto biography?" he snapped.

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CAR 1926 Model ... \$1,200.00
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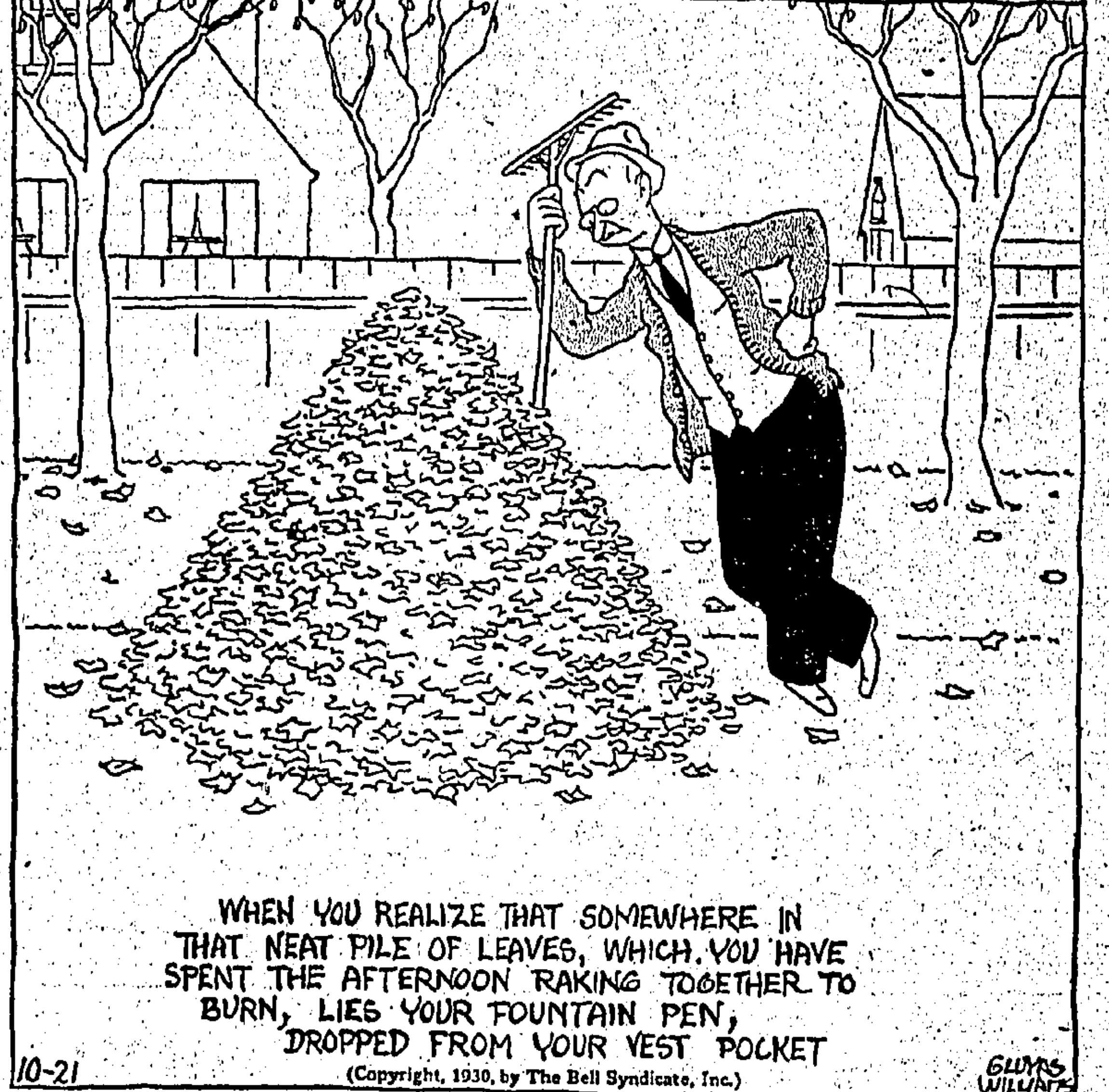
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DIFFICULT DECISIONS

By GLUYAS WILLIAMS



WHEN YOU REALIZE THAT SOMEWHERE IN
THAT NEAT PILE OF LEAVES, WHICH YOU HAVE
SPENT THE AFTERNOON RAKING TOGETHER TO
BURN, LIES YOUR FOUNTAIN PEN,
DROPPED FROM YOUR VEST POCKET

10-21

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335 METRES.

PIANO RECITAL FROM THE
STUDIO.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1.30 p.m.—Weather report, local time and Rugby Press news.

2 p.m.—Close down.

5 to 6 p.m.—Chinese programme.

6 to 6.30 p.m.—Chinese children's programme.

7 to 10.30 p.m.—European programme of Columbia records selected and supplied by Messrs. Anderson Music Co.

7 to 8 p.m.—Variety.

Band—"A Brass Band Rehearsal" (Weston and Lee).—The Laughter Makers.
Song—"Squint-Eyed Cactus Jones."—Mack Allen (Baritone).

Orchestral—"Amina" (Egyptian Serenade) (Lincke).—The London Novelty Orch.

Orchestral—"Tesoro Mio" (Fouquet).—The London Novelty Orchestra.

Entertainer—"When My Lady Walked in Her Garden Green."—Norman Long.

Orchestral—"King of Jazz."—Selections.—The Midnight Minstrels.

Humorous Song—"Macpherson's Wedding Breakfast."—Will Fyffe.

Vocal Quartette—"Here We Are."—The Big Four.

Duet—"Hush! Here Comes the Dream Man."—Evelyn Griffiths and Master Charles Hawtrey.

Duet—"I Don't Want to Play in Your Yard."—Evelyn Griffiths and Master Charles Hawtrey.

Pianoforte Solo—"Love Race."—Billy Mayerl.

Vocal Duet—"More Than You Know."—Layton and Johnstone.

8 to 8.25 p.m.—Cockney Suite.

"A State Procession" (Buckingham Palace) (Ketelbey).—Albert Ketelbey's Concert Orch.

"The Cockney Lover" (Lambeth Walk) (Ketelbey).—Albert Ketelbey's Concert Orchestra.

"At the Palais de Dance" (Anywhere) (Ketelbey).—Albert Ketelbey's Concert Orchestra.

"Thoughts on Passing the Cenotaph" (Ketelbey).—Albert Ketelbey's Concert Orchestra.

"Bank Holiday" ("Happy Amstend") (Ketelbey).—Albert Ketelbey's Concert Orchestra.

8.25 to 8.30 p.m.—"Jungle Drums" (Ketelbey).—Albert Ketelbey's Concert Orch.

8.30 to 9 p.m.—Pianoforte Recital Miss L. Fecker.

"Rhapsodie Nongröße" (No. 15).—F. Liszt.

"Tambourin Ramsau."—Godowsky.

"Nocturne Op. 48."—F. Chopin.

"Faust."—Gounod-Liszt.

"Musical Box."—A. Lindow.

9 p.m.—Weather report, local time, etc.

9.05 to 9.10 p.m.—Orchestral.

"Peer Gynt Suite" (Grieg).—The Classical Symphony Orchestra.

"Memories of Beethoven."—The Regal Salon Orchestra.

"Tancrède"—Overture (Rossini).—B.B.C. Wireless Military Band.

"Memories of Mozart."—The Regal Salon Orchestra.

9.40 to 10 p.m.—

"Ballad Memories—Where My Caravan Has Rested—Little Grey Home in the West—O Dry Those Tears—Floral Dances."—J. M. Maclean, Organist.

"Ballad Memories—Rose in the Bud—She's Far from the Land Mair—My Girl—Because."—J. M. Maclean, Organist.

"Mignon"—Gavotte (Thomas).—Harp Ensemble.

"Moment Musical" (Schubert).—Harp Ensemble.

10 to 10.30 p.m.—Experimental relay period.

10.30 p.m.—Close down.

MONTHLY REPORT FOR DECEMBER.

Actual hours of transmission totalled 280 of which 105 were devoted to European programmes and 115 to Chinese, as follows:—

Euro-Chinese

Morning Transmissions including Commercial News and Church Relays ... 32 42 1

Evening Transmissions ... 112 71 3

Total ... 105 115

Monthly percentage: European, 37.33; Chinese, 41.07.

During the month the following items were broadcast:—

European Relays ... 10

Running Commentaries ... 2

European Studio Concerts ... 5

Dance Programmes ... 10

Chinese Relays ... 5

Chinese Studio Concerts ... 7

Children's Programmes (European) ... 5

Children's Programmes (Chinese) ... 3

Lectures (Chinese) ... 7

MISSIONARY LIFE IN CHINA.

EXPERIENCES OF CAPTIVITY.

Mr. R. W. Porteous, of the China Inland Mission, who is now in this country, tells of the experiences of himself, his wife and Miss Nina Gemmell, during their captivity from March 23 to June 26 last, in the hands of Chinese Communists.

"Miss Gemmell was released after about ten days," Mr. Porteous said, "so that she could make known that our captors demanded a ransom of \$22,000. Our guards were often quite friendly, though some would come and threaten us, saying: 'You foreign devils. Tomorrow we will kill you.' Some of the more friendly soldiers on one occasion brought my damaged concertina and asked if I would play it. After tuning it up with tape and string I managed to get some sounds out of it. They asked me to sing in Chinese. When I told them I only knew Gospel hymns, they said, 'Go ahead,' and appeared thoroughly to enjoy what I sang. I remember one remarking: 'It's no good killing these foreigners. They seem to want to die and go to heaven.'"

On another occasion Mr. Porteous was able to amuse the Communists by drawing pictures of animals. His tigers, elephants, and horses so interested the men that they kept him at the task till late in the evening. They then remarked that it was too late to kill Mr. Porteous and his wife that day, but that they would carry out the execution in the morning.

The missionaries' final release was directly due to the devotion of Mr. Chen, a Chinese teacher attached to the Mission, and that of two other Chinese, named Yu and Hwang, who managed to reach the Communist General, Peng Teh Kwai, with a letter from Miss Gemmell explaining that the missionaries' friends could not possibly raise money themselves amounting to more than £200, but they were willing to send £100 worth of medical stores for the relief of the wounded. General Peng received the messengers in a friendly manner, and finally gave orders for Mr. and Mrs. Porteous' release.

JAPANESE GOODS IN INDIA.

Figures published by the Bombay Mill-owners' Association reveal how Japanese goods are gaining ground in India at the expense of Britain.

The effects of the boycott on British goods, trade depression, and the recently imposed cotton duties are shown by the total of imports on cotton piecegoods into India during October, which were 4,000,000 yards compared with 135,000,000 in October last year.

While Japan's proportion of the total imports into India in October this year was 43 per cent. compared with 30 per cent. in October last year, the United Kingdom's share of piecegoods imports fell from 60 per cent. in October last year to 50 per cent. of the total in October this year.

Japan can still sell fairly freely in ports other than Bombay.

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Or if you require a car for more than 8 weeks, we will supply any make new or used, with guaranteed repurchase price.

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PRESS July to December, 1929.
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ICE HOUSE STREET.
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PERFECT FIT GUARANTEED,
PRICES REASONABLE.
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EUROPE AND DISARMAMENT.

(Continued from Page 1.)

"Greatest Blot on the Scheme."

The part of their work with which he was the least satisfied was the limitation of the number of aircraft and not of their size and efficiency, and he was afraid they had not even limited the numbers effectively, because they had failed to find any system of effectively limiting spare parts. He deeply regretted that it was impossible to limit the cost of material of air forces, and he thought this was the greatest blot on the scheme. But even there, they carried the proposal to limit the total budget expenditure on all armaments in all countries, and if this were accepted it would make a great difference to the air forces.

As to the army, unless the machines as well as the men could be limited limitation was largely illusory. Publicity was a very poor substitute for limitation. The Commission agreed by a large majority to apply limitation of cost (which he considered the only effective way) to army material. The British Delegation went to Geneva authorized to accept any proposal for direct limitation as well as limitation of cost, but the difficulties which beset the British Government in London in considering the matter obviously affected a great many members of the Commission.

He did not believe it was practical to limit rifles and machine-guns without the closest and most persistent inspection, and the best opinion was that it was quite impossible to be sure by inspection of finding all small arms, and to apply such a system would be to court failure, but the development of tanks was so rapid that it would have no value. They could not find any solution to these problems, and no practical scheme was put forward. Big guns might be limited, but it was very doubtful whether they were the arbiters of victory nowadays and it was scarcely worth while to limit them alone.

If the nations could be tied never to spend more than a certain amount on their land armaments, competition would be prevented between them; the aggressive power of the army would be reduced and the objects of any disarmament treaty would be, in fact, accomplished. The question of equality between Germany and France was not dealt with, for that was a political question.

Increases in Case of Danger.
Lord Cecil explained the arrangements for revising the treaty periodically, and went on to defend the provisions allowing a country to increase its forces to defend itself against any special danger. He thought this was a very wise proposal and would facilitate the entry into this system of nations which had genuine fears about their national security and would not enter it unless there was some safeguard in case the situation became intolerable.

He thought that the agreement to set up a permanent Commission was the most encouraging thing that happened at Geneva and inaugurated the greatest reform that had ever been started. He was delighted that "reserves" had been made by nations who thought that the Commission had not gone far enough. Very few reserves had been made by those who thought they had gone too far, apart from the American reserve on budgetary limitation.

The fact must be faced that there were many Continental nations that would only agree to reduction in proportion as they were given security against attack. He begged the leaders of the peace movement in this country to realize this fact, for it might be the turning-point between success and failure. This was at the bottom of the Italian demand for parity and partly at the bottom of the German demand for equality. If they lived in a Continental country, with experience of invasion they were satisfied that the majority of the people of this country would be as much in favour of security as any Continental country.

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THE Undersigned have received Instructions from The Superintendent, Imports and Exports,

To Sell by
PUBLIC AUCTION

ON
SATURDAY, 10 JAN.,
At 12 O'CLOCK NOON

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DUDDELL STREET,
THE STOCK-IN-TRADE, VESSELS, UTENSILS AND SPIRITS, ETC. OF THE TAI TUNG DISTILLERY, SITUATED AT ABERDEEN INLAND LOT No 72

Including:—
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(AN EXCEPTIONALLY FINE LOT)

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A LARGE QUANTITY OF VALUABLE HOUSEHOLD AND OFFICE FURNITURE

Comprising:—

Teak Glass Cabinets, Chesterfield Couches and Armchairs, Gramophone, Desks, Carpets, Rugs, Cameras, Chinese Hand Paintings, Oil Paintings, Fine Teak Round Tables, Ornaments, Kiangsi Porcelain Flower Pots, Curios, etc., etc.

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Brass, Teak and Iron Bedsteads, Single and Double Wardrobes, Dressing Tables, Chests of Drawers, Wash Stands, Linen, etc., etc.

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ONE "HERRING-HALL-MARVIN" SAFE.

1 VERY FINE GRANDFATHER CLOCK

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1 MOTOR CYCLE.

On View from WEDNESDAY, the 7th JANUARY, 1931.

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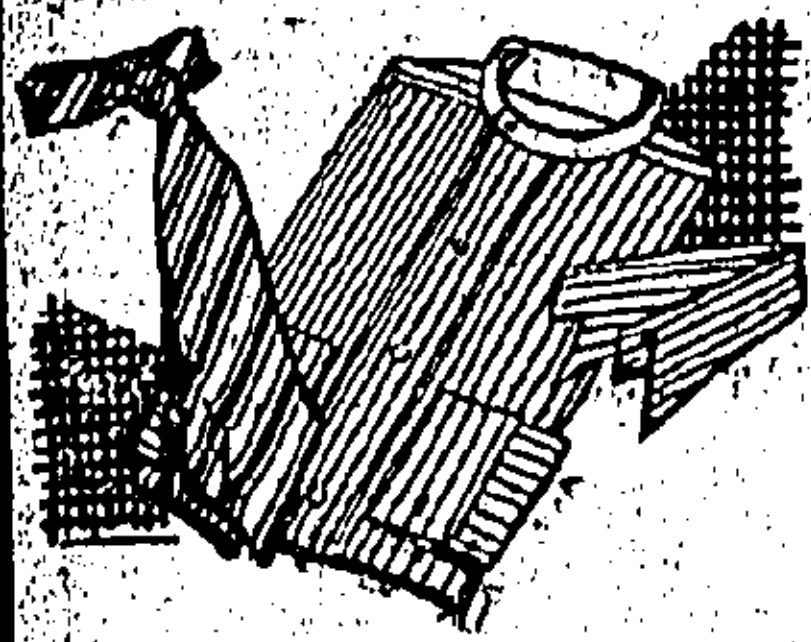
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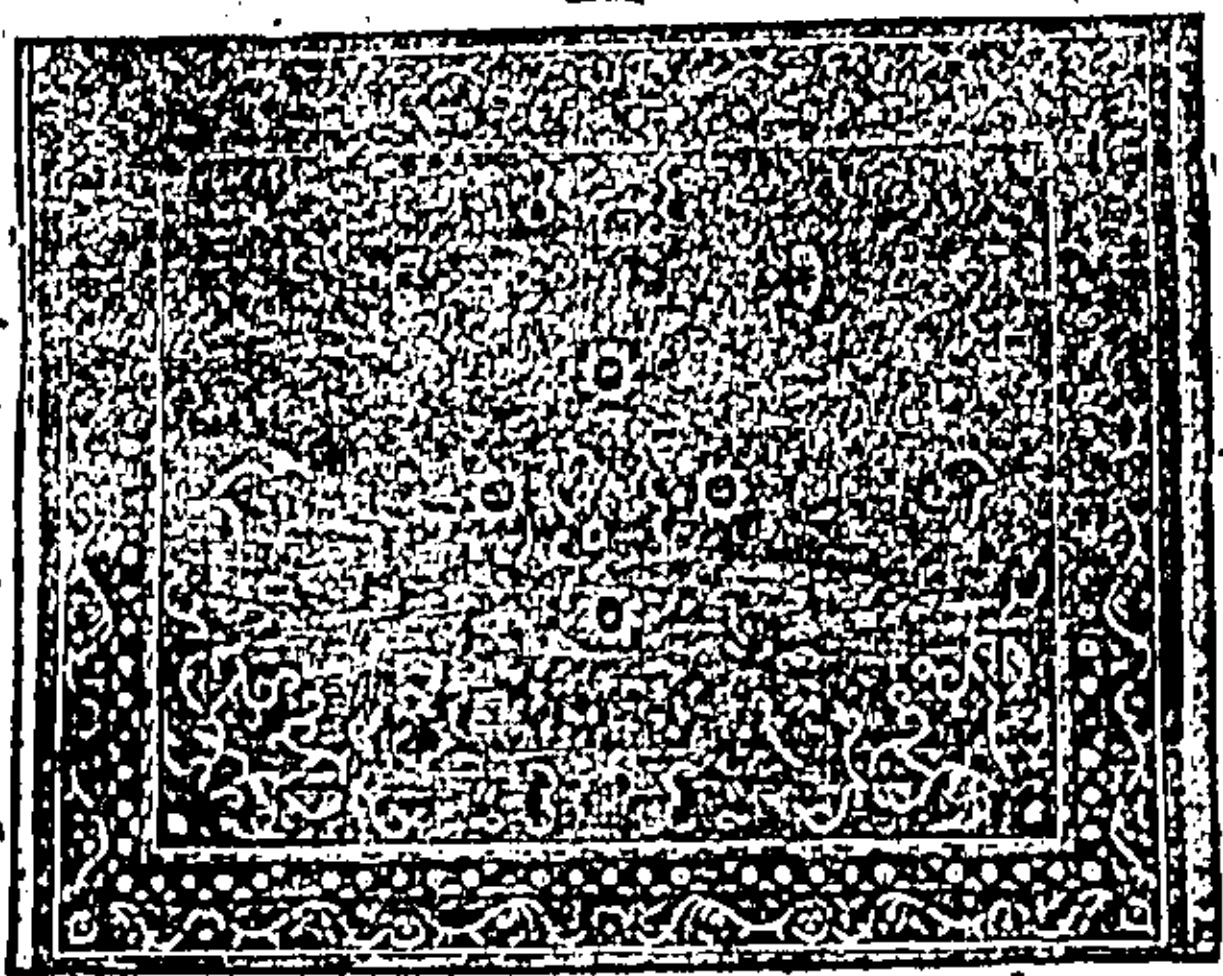
You can always tell a careful dresser by a glance in the region of his neck. Since beards went out of fashion, men have grown increasingly conscious of the need for a facial set-off. This is a task admirably performed by shirt, collar and tie.

But nature has been lavish in the bestowal of variations and a little skill is therefore necessary in choosing these items.

We have gained plenty of this skill and are always willing to share it. Why not ask us, and enjoy the comfort of being right?

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THE TUNG WAH HOSPITAL.

NEW WING OPENED BY
HON. MR. WOOD.

UP-TO-DATE METHODS.

In the presence of a large gathering at the Tung Wah Hospital yesterday, the Hon. Mr. A. E. Wood, Secretary for Chinese Affairs, opened the re-constructed wing of the building. Mr. Wood, upon arrival, was received by Mr. Leung Pat Yu, Chairman of the Hospital Board. Amongst others present were the Hon. Sir Shou-son Chow, the Hon. Dr. R. H. Kotewall, the Hon. Dr. S. W. T'so, the Hon. Dr. A. R. Wellington, Dr. T. W. Ware, Mr. M. K. Lo, and Mr. T. N. Chau.

Chairman's Speech.

The speeches were all in Chinese, and the Chairman, in welcoming Mr. Wood and the guests, said, *inter alia*, that the "Yan Yan Fong" (the reconstructed wing), was first erected 21 years ago. It was originally intended for treatment of plague cases, the branch hospital at Kennedy Town having been changed into a small-pox hospital.

It was proposed that the western portion of the first floor should be used as a waiting-room for patients requesting western treatment. It would also contain an out-patients' room, and a western drug dispensary. The eastern portion of the same floor would be partitioned off into 14 private wards for Chinese and western treatment. There would also be a matron's office in this portion.

The western portion of the second floor was intended to be occupied by a public ward, with 17 beds, and the eastern portion would contain quarters for the nurses, including a common room, and a lecture room. There would also be 17 beds at the western side of the third (top) floor, especially reserved for the treatment of tuberculosis patients. The eastern portion would be occupied by a public ward with 22 beds.

Mr. Leung went on to state that the new building had cost in all \$30,000. It was auspicious that the construction happened to be completed on the 60th anniversary of the Hospital. (Applause.)

As regards finance, it was expected to let the ground floor, divided into ten portions, for rentals aggregating \$300 a month, and the premises occupied at present by the nurses would also be let at monthly rentals amounting to \$200. In this way a considerable portion of the cost would, soon be paid off. (Applause.)

It was gratifying to see such a modern, well-ventilated building arise in place of the old one, where conditions were not of the best, and he hoped that this would be the beginning of further developments. (Applause.)

The Chairman concluded by extending thanks to Mr. Wood, together with the Chinese unofficial members of the Legislative Council, and members of the Advisory Board, for their unflinching sympathy and practical aid. (Applause.)

Mr. A. E. Wood.

Mr. Wood, in reply, said:—Mr. Leung Pat Yu, Gentlemen, I deem it a great honour to be invited to come here to-day to perform the opening ceremony of the reconstructed Yan Chi Fong.

It is not only an honour but a very genuine pleasure. I have been in close touch with the Directors of Tung Wah Hospital throughout the past year, and I have been greatly impressed by the energy and enthusiasm which they have brought to their arduous task. The other day we saw the opening of two new wings at the Tung Wah Eastern Hospital. And to-day we are here to celebrate the reconstruction of the Yan Yan Fong. These activities are evidence of the unswerving efforts of the Directors and of the Advisory Board.

I do not propose to speak in detail of this new building, but I should like to refer specially to the proposed accommodation for tubercular patients, which is a gratifying improvement. (Applause.)

On behalf of the Hong Kong Government I thank you, Mr. Leung Pat Yu, and your fellow-directors.

This year is also the 60th anniversary of the establishment of the Tung Wah Hospital, and in offering my congratulations, I also express the earnest wish that your Hospital will go from strength to strength and bring innumerable benefit to the poor and to the sick. (Applause.)

Dr. R. H. Kotewall.

Dr. R. H. Kotewall said that he heartily joined in the Hon. Mr. Wood's tribute to the work of the Directors for the current year.

He then referred to the reconstruction of the Tung Wah Eastern Hospital, and the reconstructed building, were standing monuments of their achievements. (Applause.) In his opinion, the fact that the cost of the reconstructed building was

(Continued on next Column.)

PUSHED DOWN HILL.

MOTOR DRIVER ROBBED ON
TAIPO HILL.

CURIOUS CASE IN KOWLOON.

At the Kowloon Magistracy yesterday, Li Kwai was before Mr. H. R. Butters on the charge of stealing \$5.30 and two keys from Ng Kam Shui at Taiipo Road on December 11, or alternatively with robbery from Ng Kam Shui at the same place on the day mentioned. He was further charged with assaulting Ng, together with Tsang Fuk on the same date.

Detective Sergeant Meadows appeared for the Police, and on his application the charge of assault against Tsang Fuk was withdrawn. Dealing with the charges against Li, the officer said that about 3 p.m. on the day in question, complainant, who is a public car driver, was sitting in his car in Shanghai Street after having deposited some passengers when a man went up to him and said he wanted to hire the car for a trip to Fanling. The fare was agreed upon and defendant, together with two other men, got into the car and they left for Fanling. When they got near the reservoir along Taiipo Road, however, one of the men dropped his hat and shouted to the driver to stop the car in order that he might recover it.

paid out of the Hospital funds did not detract from the credit which was theirs, for the energy they showed in effecting what was a decided improvement in the internal economy of the Hospital.

Speaking as a Permanent Director of the Hospital, Dr. Kotewall desired to express sincere thanks to Mr. Wood for his kindness in performing the opening ceremony. "The Hon. Mr. Wood," said Dr. Kotewall, "is a great friend of our customs and our literature is known to you all. He has always taken a deep interest in the Tung Wah Hospital, ever ready to give advice to the Directors and sparing no pains in promoting its welfare." (Applause.)

It seemed to him to be singularly appropriate that Mr. Wood should perform the opening ceremony of this reconstructed building, which was another of those reforms which had been steadily introduced by the Hospital, whose fortunes Mr. Wood had always watched with such fostering care. (Applause.)

The assembly then went round the reconstructed wing, and afterwards tea and refreshments were served.

Pushed Over Hillside.

The car pulled up, and one of the men got out and when he returned the three men together set upon the driver and bound and gagged him, and later pushed him over the hillside. Before they did this, they took \$5.30 in money from his coat pocket. The police were notified and a Chinese detective and several constables were sent out to investigate. On their way, they saw the defendant and arrested him. The second defendant was arrested later, but at an identification parade the complainant could not pick out anyone. Detective-Sergeant Meadows concluded by saying that the defendant made a statement to the effect that he was sent to assault the complainant by a man in Mongkok.

The motor-driver then gave corroborative evidence, as did two other police officers, after which the defendant went into the witness-box.

He said that he was a fitter on board a Dutch steamer and was at the moment unemployed. A man named Teen Hing, whom he met in the street in Shamshuipo one day last month, told him that he (Teen) had gambled with the complainant and that the latter owed him \$8. Teen Hing further added that in spite of his repeated efforts to recover this sum, he was unsuccessful. Continuing, defendant said that Teen Hing asked him to hire the complainant's motor car, take him out to some lonely spot, and then get the money back by force.

Money Handed Over.

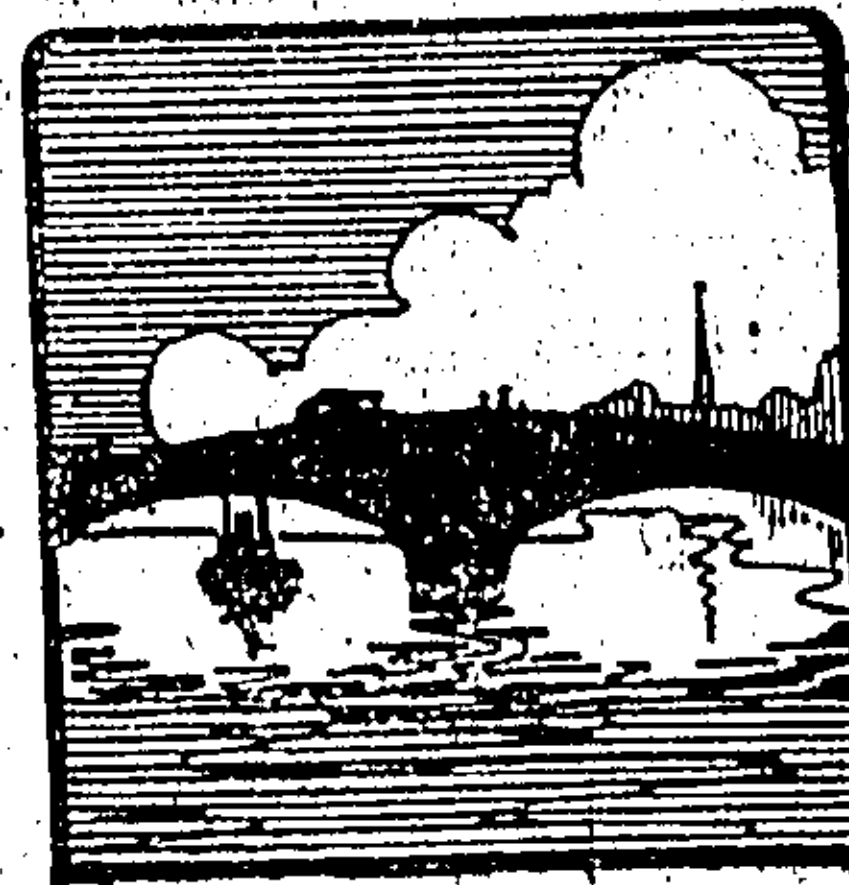
Defendant then went on to tell the story outlined by the prosecution, but denied having taken the money from the driver, alleging that the latter voluntarily handed it over to him.

When asked whether he wanted to call any witnesses, defendant said he would like to call the two men who were with him on that day. They saw what happened, and could prove his innocence.

The Magistrate then asked whether it would be possible to produce the two men, but Sergeant Meadows said it was rather doubtful. One of them had definitely absconded, while the second, the man who was discharged, had left the Court and the chances were that he would abscond also.

At this stage, the Magistrate adjourned the case till to-morrow.

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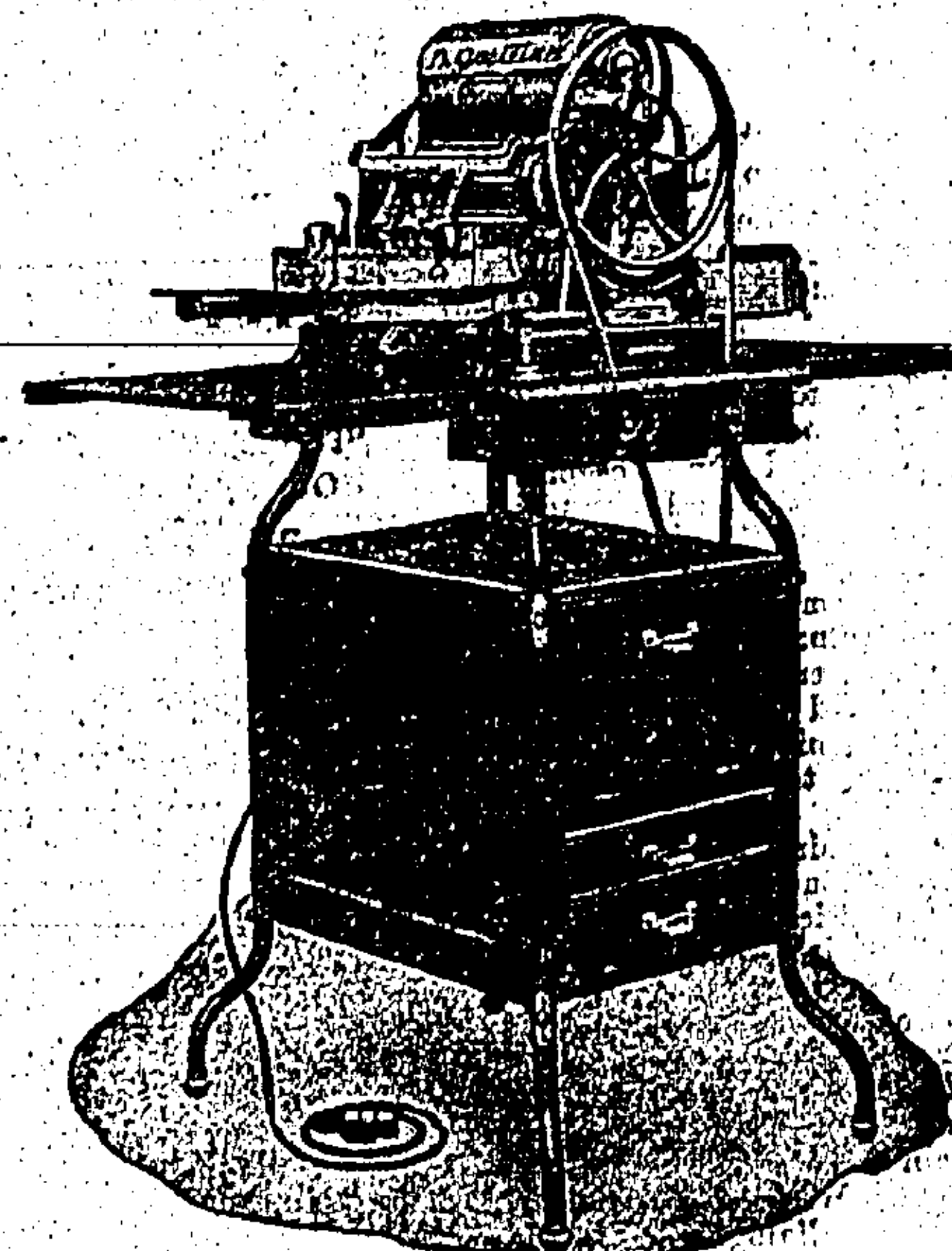
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J. HENNESSEY SMITH, S. HAMPDEN ROSS,
Joint Liquidators,
Hong Kong, 6th Jan., 1931. [174]

NOTICE.

H. A. LAMBERT,
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IT IS HEREBY NOTIFIED that My Office has been REMOVED TO EXCHANGE BUILDING.
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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.55 p.m., stated:—

The anti-cyclone has increased in intensity and a depression has formed in the Eastern Sea. The typhoon is situated about 250 miles E.N.E. of Padaran slowly filling up.

Local Forecast:—N.E. winds, moderate; cloudy generally.

Editorial and Business Offices: 11, Ice House Street. Tel. 30251.
Night Editor (Wanchai Office): Tel. 24011.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JANUARY 7, 1931.

THE NEW CHINA.

A wise person in the course of a speech made some months ago remarked blandly that China, in this age of transition and struggle towards modernity, would commit many irritating and inexcusable acts. Such a one was the pulling down of British tablets and monuments at Weihaiwei. It was childish, but less childish and barbarous than the insult offered in London three centuries ago to the greatest Englishman of his age, OLIVER CROMWELL, after his death. The reminders of British occupation at Weihaiwei irritated a certain brand of local patriots, and no doubt in course of time all signs of the British administration will vanish, as in Tsingtau. German characteristics yielded rapidly to local modes and customs.

Another example of what must inevitably be expected is reported from Harbin in the *North-China Daily News*. A few days ago the musical comedy season was opened at the Railway Club theatre and the first night was attended by an enormous crowd of people, including many Chinese officials and the heads of the Chinese Eastern Railway. The police permission for the performance stated that it must be over by midnight, but on the first night with its many "encores," the curtain did not fall till ten minutes past the midnight hour. Afterwards many of the audience went into the restaurant, where they had supper or joined in the dancing which went on till 3 a.m. What was the surprise of the table at which the acting President of the Railway, Mr. Li Shao Keng, and the vice-President, Mr. EX-SHANGOFF, were sitting when the manager of the theatrical company, Mr. MALINOVSKY, and the head of the Actors' Union, Mr. GRIZAI, appeared, with their faces badly bruised and blood flowing from wounds. From their story it seemed that the police had telephoned them to the station at once, and immediately on their entrance, had started beating them for not closing the performance at the proper time. Both of them being big men they broke away and rushed off for help to the heads of the railway. The Acting President of the C.E.R. immediately 'phoned to the police station and stated that he would take the responsibility of the performance, being ten minutes late. At that the matter rested for the time being, but it is one of the stories which go to show how unreasonable Chinese authorities can be in quite a trifling matter. According to a version given by some other people, the police official in charge of the division felt insulted because the new restaurant keepers had refused to serve him with the free supper he had been accustomed to receive from the former proprietors.

It is not very consoling to the victims of these incidents to repeat that the old order in China is changing, and that foreigners will no longer enjoy the privileged position built up under a system of concessions and extra-territoriality. But it was Europe who awakened a reluctant China and these are a few of the consequences.

THE TANK.

SINCE the nations of the world show little inclination for general disarmament it is well to know that Great Britain is not being wholly left behind in the design and manufacture of weapons of war. Colonel F. A. PILE, Assistant Director of Mechanisation at the War Office, recently gave a lecture at the Royal United Service Institution, in the course of which he said that Britain was undoubtedly ahead of all other nations as regards the quality of armoured fighting vehicles and also the ideas underlying their use. To reach the standard they had attained was a difficult thing in peace time, and it required a great deal of money. The new British 16-ton tank was easily, in his opinion, the most powerful weapon that the soldier had been given to handle. It was very fast and capable of covering long distances in a short time. It would be a crime to use it as a short-range weapon. The tank was no longer a blind monster, and to-day one was far less likely to lose direction in a tank than any other arm of the service. They had now reached the stage when tanks and armoured cars were capable of carrying out the part which the General Staff believed would be their duty in "the next war."

"For the first time in the history of the British army," said Colonel PILE, "foreign Powers are watching us with interest and actually quoting us as having got the right answer. Many of the nations of the world would like to equip their armies with armoured brigades, but most of the big military nations are still depending on man-power. The cost of building a mechanised army is great, and other nations are therefore watching our efforts; small as they are for financial reasons, with great interest."

In reply to a suggestion that amphibious tanks should be constructed for service abroad, especially in Chinese waters, Colonel PILE said that years ago they built an amphibious tank, but it sank. America had also built one, and it met a similar fate.

Colonel PILE's interesting lecture is reported in the *Manchester Guardian* with a pained unctious of the kind that awakens in the average man a new interest in war and particularly in the tank.

The tank is, however, an invaluable weapon for the small frontier wars which have to be perpetually undertaken in defence of the Empire. The tank is costly and deadly, but it means using one armoured machine, with a crew of half a dozen at most, where formerly half a battalion of men had to expose themselves to bullets and steel. If nations must fight let it be in tanks and in aeroplanes, and not in dreary masses of "cannon fodder." The War Office is showing wisdom and foresight in pushing on with the mechanisation of the Army. The more tanks and the fewer infantry, the better for all concerned. There are, unfortunately, technical objections to complete mechanisation, but the process is being pushed as far as is consistent with tactical efficiency.

Gams for a Million.

A million people want to see the F.A. Cup Final on April 25, 1931, but Wembley Stadium, where the great game will be played, holds a paltry 92,000. The method of ticket distribution has been altered for the 1931 Final, but the fact that 995,000 are not going to see the match cannot be altered. This is the position. Seventy-five per cent of the total number of seats—69,000—have been allotted by the F.A. to itself and affiliated clubs. The remaining 23,000 seats are distributed among the travel agencies and theatre ticket agencies throughout the country. At the most London's share of the seats available will be 10,000. The office of a theatre ticket agency it was stated, "every year the Cup Final becomes more and more popular and the rush for tickets gets worse."

★ News and Views ★

Fashion and Financial Depression.

Many West End dressmaking firms are finding that their free-spending customers of recent years are short of money. A fashionable woman who for years has been among the best-dressed women in Town was recently heard making an open complaint. "I owe So-and-So £200," she said. "I have offered them £50 immediately and the rest after we come back from St. Moritz. But they say that unless I pay £100 down and promise the other £100 by the first week in the New Year they will have to take further measures."

Job That Is Not Over-crowded.

Professor Hobday, of the Royal Veterinary College at Camden Town, states that in veterinary science we are at the moment behind Germany, America, Belgium, Sweden, Denmark and France. "It is remarkable, considering the love of animals in England," said the Professor, "that more young men and women do not take up veterinary surgery. I am unable to supply the demand from the Sudan, Tanganyika, and other places for qualified veterinary surgeons. And there is £600 to £750 a year to be earned, with a pension at 45 years of age that works out to about £800 a year."

Mr. Cyril Maude's Pupils.

When I met Mr. Cyril Maude and Mrs. Maude who have retired from the stage but are busy producing plays for an amateur dramatic society, "The Dartmouth Players," Mr. Maude said that he is surprised at the talent waiting to be unearthed and that what was as important, the society was bringing together people who in the ordinary way would be unlikely to meet and learn about life from one another. One of his foremost supporters is a Congregational minister. The "Dartmouth Players" have now appeared in six plays. Early in December they gave "Cousin Kate," a Haymarket success of 25 years ago.

A Triple Suicide.

A curious story comes from America that three sisters, aged women, in despair because of their Stock Exchange losses waded into the sea at Santa Monica, California, and drowned themselves. For three people to carry out an agreement among themselves to commit suicide is a rare thing, a much greater puzzle psychologically than for two to go through with such a pact. There was a case at Nottingham several years ago, much more remarkable than this one in California. Three lace girls, whose ages averaged 16, tied themselves together, threw themselves into the River Trent and were drowned. The inquest revealed no reason at all for any one of them to be agitated or distressed in mind.

The dollar dropped a farthing

yesterday and opened at another new low record of 1s. 0 1/2d.

Members of the Sanitary Board met yesterday, but no public business was discussed. The meeting adjourned for a fortnight.

A Chinese was fined \$400 or three months' hard labour in default when he appeared at the Central Magistrate on the charge of the possession of 498 heroin pills yesterday.

Silk forwarded from here by the Empress of Asia on December 10 arrived in New York (St. John's Park) and Hoboken on December 31, having been 21 days in transit.

Accidentally falling down the staircase of his house at 123, Johnstone Road, Li Woo (41) was removed to the Government Civil Hospital on Monday, suffering from injuries to his head. He died at 2.50 p.m.

The hearing of the Western Market murder case was continued before Mr. E. H. Williams yesterday when Detective Inspector W. Shannon appeared for the prosecution. Mr. G. K. Hall Brutton is defending.

It is notified that for the week ended January 3, there were seven cases of enteric fever, one case of diphtheria, one death from cerebrospinal fever and 39 deaths from pulmonary tuberculosis. For the 24 hours ended January 5, there was one death from diphtheria.

Strict action is being taken by the authorities against purveyors of indecent pictures. For the second time recently, Inspector J. Murphy, of the Secretariat for Chinese Affairs, appeared at the Central Magistrate yesterday when he appeared on the accusation of a lot of postcards of an objectionable character which he seized during a visit to a shop in Des Voeux Road Central on Monday. Mr. Williams made the necessary order.

Great-Grandfather Gets Married.

At the age of 83, Mr. William Taylor has been married by special licence at Chertsey register office. Mr. Taylor, who is affectionately known as "Old Will," is one of the best-known farmers in West Surrey. He has several great-grandchildren. His bride, Miss Nellie Daisy Buckingham, who is 48, belongs to Chertsey. "Hard work never killed anyone," has been his theory.

Gandhi's son has been sentenced to six months' rigorous imprisonment.

All Congress organisations in Karachi have been declared unlawful; also three similar organisations in Hyderabad.

A vernacular paper states that with the exception of the parcel post tax, all the local taxes in the nature of *tithe* are still being levied in and round Tientsin.

The National Government has received a telegram from Chang Hsueh Liang stating that all illegal taxes in North China similar to *tithe* would be abolished.

The Special Commissioner of the Chinese Foreign Office is now in Scotland addressing public societies on the National Government's record and the Chinese attitude towards foreigners.

At the first meeting held this year of the Japanese Cabinet, the Finance Minister is understood to have expressed an optimistic view regarding the prospects of an economic recovery in the no distant future.

The Secretary of the U.S. Treasury, Mr. Mellon, has asked Congress to pass an amendment to the Second Liberty Bond Law authorising the issue of bonds worth \$9,000,000,000 for refinancing operations during the next three years.

The agents at Shanghai of the Norwegian steamer Tricolour, which was sunk near Colombo as the result of an explosion, have received a telegram stating that the M.M. Porthos picked up 42 survivors.

Lloyd's Bank has announced a reduced dividend on the "A" shares for the year 1930, from 12 2/3 per cent. to 15 per cent., the first occasion since the early period of the war that a big London bank has reduced its dividend.

The American Shipping Board's vessel Hopalong arrived at Constantinople from Odessa manned only by the Captain and officers and without a single lower deck rating owing to a mutiny at the port of departure and subsequent desertion by the crew.

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SUMMARY OF NEWS.

Local.

Full details of St. George's Hall at the Peninsula Hotel. Page 7.

Criticism of the methods of the Crown in conducting the arson trial was made by Counsel defending the first and second prisoners. Page 7.

The members of the League of Nations Commission enquiring into the traffic in women and children in the Far East were entertained by the Rotary Club yesterday. Page 10.

A new wing in the Tung Wah Hospital was formally opened yesterday by the Hon. Mr. A. E. Wood. Page 9.

An interesting paper on "Judicial English" was read last night by Mr. H. C. Macnamra at a meeting of the English Association. Page 10.

Shipping Intelligence. Page 15.

To-day's wireless programme. Page 3.

Sport.

South Africa v. England. Test Cricket match. Page 10.

Scottish League football results. Page 10.

Latest Cables.

The Italian seaplane squadron, engaged on a trans-Atlantic flight, has departed from Bolama for Natal, Brazil. Page 9.

The official returns for the foreign trade of Japan show an adverse balance of Yen 79,000,000 for the year 1930. Page 9.

Crowds of people ashore at Colombo saw the dramatic spectacle of the Tricolour blowing up four miles out. Page 9.

Alma Rubens, the film star, has been arrested at San Diego on the charge of violating the State Poisons Act. Page 9.

In the U.S. Senate, the Labour Secretary, Mr. Donk, recommended the general tightening of the Alien Deportation Laws. Page 9.

Valabhai Patel, acting President of the All-India Congress, was sentenced at Bombay to nine months' simple imprisonment. Page 9.

The Lord Mayor and the Sheriffs and Sword Bearer, Mace Bearer and City Marshal have gone to Paris to attend Marshal Joffre's funeral in state. Page 9.

Governor Roosevelt of New York has urged the District Attorney to prosecute anybody suspected of a violation of the law in connection with the failure of a bank in the United States. Page 9.

(Continued on previous column.)

★ Local Notes and Events ★

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The hearing of the Western Market murder case was continued before Mr. E. H. Williams yesterday when Detective Inspector W. Shannon appeared for the prosecution. Mr. G. K. Hall Brutton is defending.

It is notified that for the week ended January 3, there were seven cases of enteric fever, one case of diphtheria, one death from cerebrospinal fever and 39 deaths from pulmonary tuberculosis. For the 24 hours ended January 5, there was one death from diphtheria.

Strict action is being taken by the authorities against purveyors of indecent pictures. For the second time recently, Inspector J. Murphy, of the Secretariat for Chinese Affairs, appeared at the Central Magistrate yesterday when he appeared on the accusation of a lot of postcards of an objectionable character which he seized during a visit to a shop in Des Voeux Road Central on Monday. Mr. Williams made the necessary order.

The dollar dropped a farthing yesterday and opened at another new low record of 1s. 0 1/2d.

Members of the Sanitary Board met yesterday, but no public business was discussed. The meeting adjourned for a fortnight.

A Chinese was fined \$400 or three months' hard labour in default when he appeared at the Central Magistrate on the charge of the possession of 498 heroin pills yesterday.

Silk forwarded from here by the Empress of Asia on December 10 arrived in New York (St. John's Park) and Hoboken on December 31, having been 21 days in transit.

Accidentally falling down the staircase of his house at 123, Johnstone Road, Li Woo (41) was removed to the Government Civil Hospital on Monday, suffering from injuries to his head. He died at 2.

**TIENTSIN TAXES.
STILL LEVIED.****PROTEST TO THE CHAMBER
OF COMMERCE.**

[THROUGH REUTERS' AGENCY.]

PEIPING, Jan. 6.
The Tientsin vernacular paper *Ta Kung Pao* states that with the exception of the parcel post all local taxes in the nature of *likin* in and around Tientsin are still being levied, and many merchants have had their goods held owing to their not having paid such taxes.

A number of business men went to the Chamber of Commerce and complained of the above, and the matter is now being investigated.

**ENGLAND-PEIPING
FLIGHT.****RESUMPTION OF ATTEMPT
NOT YET POSSIBLE.**

[THROUGH REUTERS' AGENCY.]

WARSAW, Jan. 5.
Miss Amy Johnson's monoplane is being brought here for repair, following the mishap when she was forced to land 60 miles from here. The engine and wing of the monoplane are damaged, so that a resumption of her flight to Peiping is at present impossible.

LATER.
It now transpires that Miss Amy Johnson experienced fog throughout the whole of her flight from Berlin, and was unable to find Warsaw. She decided to land in a snow-covered field at Amin, which was apparently smooth. There was an uneven surface, however, concealed beneath the snow, and as a result the monoplane capsize, breaking the propeller, a wing and the undercarriage.

Flight May Be Abandoned.
Miss Johnson received hospitality from an old priest, and subsequently she was taken to Warsaw by motor-car.

It is believed here that she may be persuaded to abandon her flight, as the weather conditions in Russia are reported to be very bad.

**CHINESE ATTITUDE
TOWARDS FOREIGNERS.****SPECIAL COMMISSIONER
TOURING SCOTLAND.**

[THROUGH REUTERS' AGENCY.]

LONDON, Jan. 6.
Dr. C. Kuangson Young, the Special Commissioner of the Chinese Foreign Office, is now in Scotland addressing public societies on the National Government's record and the Chinese attitude towards foreigners.

FILM STAR ARRESTED.**VIOLATION OF STATE
POISONS ACT.**

[THROUGH REUTERS' AGENCY.]

SAN DIEGO, Jan. 6.
The film star, Alma Rubens, has been arrested on the charge of violating the State Poisons Act. The police allege that she discovered \$5,000 worth of drugs in the lining of an evening cloak in her room. Alma Rubens declares that she is the victim of a "frame-up."

U.S. LIBERTY BOND LAW.**NEW ISSUE FOR REFINANCING
OPERATIONS.**

[REUTERS' AMERICAN SERVICE.]

WASHINGTON, Jan. 6.
Mr. Mellon, Secretary of the Treasury, asked Congress to pass an amendment to the Second Liberty Bond Law authorizing the issue of 8,000,000,000 dollars worth of bonds for refinancing the operations during the next three years.

**U.S. ALIEN DEPORTA-
TION LAWS.****LABOUR SECRETARY'S
RECOMMENDATION.**

[REUTERS' AMERICAN SERVICE.]

WASHINGTON, Jan. 6.
In the Senate, Mr. Donk, Labour Secretary, recommended the deportation of any alien who is convicted of any crime and the general tightening of the Alien Deportation Laws. It is estimated that there are 400,000 aliens in the United States, of which 100,000 could be deported.

**ILLEGAL TAXES IN
NORTH CHINA.****CHANG HSUEH LIANG
DISPELS RUMOUR.**

[THROUGH REUTERS' AGENCY.]

NANKING, Jan. 6.
The National Government has received a telegram from Chang Hsueh Liang stating that all illegal taxes in North China similar to *likin* would be abolished, thus definitely ending the rumour that the abolition in North China would be delayed.

The Government hitherto has received telegrams promising the abolition of *likin* this year from the provinces of Anhui, Chekiang, Honan, Hunan, Hupeh, Kansu, Kiangsi, Shantung and Shensi.

**ITALIAN TRANS-
ATLANTIC FLIGHT.****SEAPLANE SQUADRON
DEPARTS FOR BRAZIL.**

[THROUGH REUTERS' AGENCY.]

ROME, Jan. 6.
General Balbo's squadron of 12 seaplanes has departed from Bolama, in Portuguese Guinea, for Natal, Brazil.

Squadron Reports "All Well."

It is officially announced that General Balbo's air squadron of 12 machines, which left Bolama on a 1,900 mile hop at 2 o'clock G.M.T., had covered one-fifth of the distance to Natal at 5 o'clock G.M.T., reporting that all was well.

**H.M.S. LUCIA
"MUTINY."****MEN REFUSE TO PARADE
FOR DUTY.**

[THROUGH REUTERS' AGENCY.]

LONDON, Jan. 5.
The Admiralty states that the weather delayed the undocking of H.M.S. depot ship Lucia, leaving her only a very short period in which to prepare to join the Atlantic Fleet.

This precluded week-end leave and necessitated the crew working on Sunday morning on January 4. Thirty seamen shut themselves in below when ordered to parade on deck for duty.

The men were arrested, and a Court of Inquiry is being held privately.

If a Court-Martial results, this would be made public.

No Charge to be Made.

The fact that although submarines will accompany the Atlantic Fleet ships on their cruises, the personnel of the former will not get so much Christmas leave as the Atlantic Fleet men, and this, it is believed, underlies the trouble on the depot ship Lucia. Mr. A. V. Alexander, First Sea Lord, who is on holiday on the South Coast, told an interviewer that the matter was not of sufficient importance to demand immediate official action by him. It would be dealt with in accordance with the usual Service procedure.

The Court of Inquiry now taking evidence under the Presidency of Captain Hexton of the Resolution, will probably sit for some time.

The Admiralty states that no charge so far has been made against anyone.

OBITUARY.**SIR CHARLES ROYDS.**

[BRITISH WIRELESS SERVICE.]

RUGBY, Jan. 6.
Vice-Admiral Sir Charles Royds, Deputy Commissioner of the Metropolitan Police, had a sudden heart attack last night while attending the rehearsal of a charity ball. He was removed to hospital, but death occurred before arrival.

Sir Charles Royds had a successful career extending over 35 years in the Royal Navy before being appointed five years ago as Assistant Commissioner of the Metropolitan Police. Before the war he accompanied Captain Jellicoe's flagship the Iron Duke. He continued to be associated with the Grand Fleet throughout the war.

**JAPAN'S ECONOMIC
POSITION.****FINANCE MINISTER
OPTIMISTIC.**

[THROUGH REUTERS' AGENCY.]

TOKYO, Jan. 6.
At this morning's meeting of the Cabinet, which is the first to be held this year, the Finance Minister is understood to have expressed an optimistic view regarding the prospects of an economic recovery in the no distant future.

Market conditions throughout the country, he stated, were more brisk over the end of the year, and the various textile centres had increased their output by about 20 per cent.

The Finance Minister was quoted as having intimated that little concern was being felt regarding the outlook of gold specie, and assuring that the present depression would not cause the Government to deflect from its course.

**ROYAL FAMILY'S
BEREAVEMENT.****PUBLIC FUNCTIONS
CANCELLED.**

[THROUGH REUTERS' AGENCY.]

LONDON, Jan. 5.
Flags were flown at half-mast in London today out of respect to the Princess Royal, who will probably be buried at Frogmore during the week-end.

Their Majesties will presently travel thither from Sandringham, where they are now in residence.

Their Majesties have received messages of condolence from all parts of the world, including one from President von Hindenburg. Several official and other public functions in London have been cancelled or postponed.

[BRITISH WIRELESS SERVICE.]
Prince of Wales to Sail.

RUGBY, Jan. 5.
The funeral of the Princess Royal, it is understood, will take place at Frogmore, Windsor.

It is expected that the King and Queen will go to Windsor directly from Sandringham. As announced the Court will go into mourning for six weeks, and many official and public functions and entertainments have been cancelled or postponed.

It is learned that there will be no alteration in the arrangements for the Prince of Wales' South American tour, for which he sails from Liverpool on January 15.

**ALL-INDIA CONGRESS
PRESIDENT SENTENCED.****NINE MONTHS' SIMPLE
IMPRISONMENT.**

[THROUGH REUTERS' AGENCY.]

BOMBAY, Jan. 6.
Vakabhai Patel, the acting President of the All-India Congress, who was arrested at Allahabad on Dec. 6, for delivering a speech within the limits of Ahmedabad, was sentenced to nine months' simple imprisonment.

Gandhi's Son Sentenced.
SURAT, Jan. 6.
Gandhi's son, Ramdas Gandhi, was sentenced to six months' rigorous imprisonment.

Congress Organisations Declared Unlawful.
KARACHI, Jan. 6.
All Congress organisations in Karachi have been declared unlawful.

The police at midnight raided 13 premises and seized everything. The three Congress organisations in Hyderabad have also been declared unlawful.

SINO-BURMESE RIOTING.**RESTORATION OF PEACE
PROCLAIMED.**

[THROUGH REUTERS' AGENCY.]

RANGOON, Jan. 5.
The rioting between Chinese and Burmese on Saturday is now shown to have arisen out of a trivial dispute.

The rioters savagely attacked each other with knives, choppers and stones, and the police had to open fire to clear the streets.

Despite the efforts of the elders on both sides, the rioting again broke out on Sunday, and the Burma Rifles and military police were called out and restored order. The Chinese and Burmese elders were negotiating the restoration of peace.

The total casualties reported to the hospital authorities are 85, but it is believed that about an equal number have not been reported.

**JAPAN'S FOREIGN
TRADE.****ADVERSE BALANCE OF
76,000,000 YEN.**

[THROUGH REUTERS' AGENCY.]

TOKYO, Jan. 6.
The trade depression, which is hitting Japan the same as other countries is clearly reflected in the official returns of foreign trade for the past year, which has been just released for publication.

Exports were Yen 1,400,000,000, and imports Yen 1,540,000,000, showing an adverse balance of Yen 76,000,000 compared with the previous year's exports of Yen 2,140,000,000, and imports of Yen 2,210,000,000.

The figures show the smallest aggregate value since 1917, except in the slump after the war in the year 1921, though some consolation is to be derived from the fact that the adverse balance is the smallest, except in the previous years, since 1918.

Moreover, owing to the fall in prices, the actual volume of foreign trade has not shrunk as much as the value appears to indicate.

**BANK FAILURES IN
AMERICA.****INQUIRY INTO BANK OF
UNITED STATES.**

[REUTERS' AMERICAN SERVICE.]

NEW YORK, Jan. 5.
The sensational failure of the Bank of United States is being made the subject of a special inquiry by a Grand Jury, the investigation being opened to-day.

The affair, it is reported, is fraught with possibilities of far-reaching scandal.

The liabilities of the concern are estimated at \$40,000,000 and the depositors included numerous of the less wealthy residents of New York's ghetto.

The Attorney-General announced, at the opening of the inquiry, that there had been a lot of innuendoes against the directors of the Bank. It had also been asked how the State Bank Superintendent had allowed the title "Bank of United States," which was calculated to mislead the simple-minded into believing that it was a Government concern.

The Directors attribute the trouble to Communists and say that anonymous warnings to depositors to withdraw their money were telephoned all over New York immediately before the collapse.

The Bank of United States was to have been one of the parties to a \$1,000,000,000 bank merger, the negotiations for which broke down at the last minute.

New York Governor's Advice.
NEW YORK, Jan. 6.
Governor Roosevelt has urged the District Attorney to prosecute anybody suspected of violation of the law in connection with the failure of a bank in the United States.

HISTORY OF THE FAILURE.**PROFOUND IMPRESSION IN
UNITED STATES.**

The Bank of United States at 535, Fifth Avenue, and its 50 branches, which are all in this city, was closed on December 11 by the State Superintendent of Banks.

This was the largest bank failure that had ever occurred in New York. At the time of its latest published statement the bank had 400,000 depositors, with \$202,072,000 (\$40,504,000) in deposits, and its capital was \$25,200,000 (\$5,050,000), and surplus and undivided profits \$17,159,000 (\$3,431,000).

Immediately after it was announced that the bank had been closed by the banking authorities, the Assistant Attorney-General of New York announced that he had been secretly investigating for a month allegations of depositors that the bank had sold them shares of its stock combined with shares in an affiliated company for dealing in securities, Bankus Corporation, with a guarantee against loss for one year, and that this guarantee was not made good.

Share Selling.
The Bank of United States was founded in 1913 by Mr. Joseph Marcus, who had founded a bank for wage-earners in 1903. It had at first a capital of \$100,000, but after the War its activities were greatly expanded by a series of mergers. A few years ago, Mr. Marcus was succeeded in the presidency by his son, Mr. Bernard K. Marcus, who began his financial career as a cashier in the bank. He is one of the youngest heads of banks in the country, being only 41 years of age.

Bankus Corporation was organized in 1926 by Mr. Marcus and one of his associates, and shortly afterwards the bank was merged with the bank.

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**TYPHOON TOLL IN
PHILIPPINES.****STORM SWEEPS VISAYAN
ISLANDS.**

[THROUGH REUTERS' AGENCY.]

MANILA, Jan. 6.
Eighty-two persons are known to be dead and many more are reported to be missing, as a result of a severe typhoon, which swept the Visayan Islands, some 200 miles to the south of Manila on Saturday.

Ten steamers and motor-boats were wrecked in the storm and over 50 small sailing boats were lost. Leyte, Oahu and Negros were the provinces most severely hit, and the total losses are enormous, as may be gathered from the fact that the damage to property alone is estimated at Pesos 500,000.

Hundreds of homes have been demolished, bridges have been carried clean away, and roads and crops have been destroyed.

Negros, which has suffered very severely, is the richest sugar region in the Philippine Islands.

**MARSHAL JOFFRE
LYING-IN-STATE.****FIFTY THOUSAND FILE
PAST CATAFALQUE.**

[THROUGH REUTERS' AGENCY.]

PARIS, Jan. 5.
There were moving scenes to-day in the Chapel d'Ecole de Guerre, where the remains of Marshal Joffre are lying in state.

The Chapel was decked in black and silver hangings, regimental flags, and a huge silver cross.

Marshal Joffre lay on a camp bed covered with the tricolour, wearing his undress uniform of 1914, a long blue cloak covering the lower part of his body. His emaciated hands rested on the gold hilt of his sword.

Four officers with drawn swords stood at the corners of the catafalque. The queue at midday awaiting entrance to the Chapel was estimated at 10,000.

Many wounded ex-Servicemen sobbed as they saluted the dead Marshal.

Vast Crowds File Past.
It is estimated that 50,000 people filed past Marshal Joffre's body.

Madame Joffre sat for an hour on the balcony overlooking the catafalque, almost unnoticed by the crowd.

London's Civic Representatives at Funeral.

LONDON, Jan. 6.
The Lord Mayor of the City of London, accompanied by the Sheriff, Sword Bearer, Mace Bearer and City Marshal, has proceeded to Paris to attend Marshal Joffre's funeral in state.

begin selling certificates representing the combined shares of the Bank of United States and the Bankus Corporation. In November last, two depositors brought suits in a municipal court alleging that they had been guaranteed by the manager of one of the bank's branches that the bank would repurchase at any time within a year, without loss to them, shares for which they paid \$100 each. Many other depositors made a similar allegation in complaints to the Attorney-General's Office.

Political Effects of the Failure.
The news of the failure of the Bank of United States was received in Washington at the Treasury and in Congress with feelings not easily distinguishable from dismay. The name of the institution, conveyed to those who are ignorant of its status such serious implications that one of the principal news agencies received from Sweden a request to be informed whether the United States Treasury had closed its doors. The officials immediately concerned with Government finance were left in doubt whether the sort of reinsurance statement they would otherwise have immediately issued would not be interpreted by the ill-informed as proof that a central bank had failed, and help to precipitate a run on other institutions dealing largely with immigrant deposits.

From the Capitol came a statement signed by Mr. McFadden, Chairman of the House Committee on Banking and Currency, pointing out that the Bank of United States had nothing to do with the Government, but this was all.

Bank failures have been distressingly frequent in America for a long time past, but this was the first of any commanding size since the slump in the Stock Market ushered in the depression. It deepened the nervousness which is apparent both in the Senate and in the House.

Mr. Hoover spoke the truth when he said that there were men who were "playing politics at the expense of human misery."

**SINKING OF S.S.
TRICOLOR.****MARINE INSURANCE
MARKET HIT HEAVILY.**

[THROUGH REUTERS' AGENCY.]

LONDON, Jan. 6.
According to the *Daily Telegraph*, the Norwegian steamer *Tricolor*, which was yesterday reported in a message from Colombo to have sunk as the result of an explosion, was carrying arms and ammunition to China.

She was a 6,000-ton vessel registered at Tonsberg.

It is understood that the London marine insurance market will lose at least £300,000, including £110,000 on the hull, as a result of the sinking of the ship.

Details of the sinking are scanty. Colombo reports state that the origin of the explosion, which occurred a few hours after the ship left Colombo, is unknown, but it is believed that the vessel sank a few minutes after the explosion.

Of the 12 people on board, one is missing, the survivors being taken off by the Messageries Maritimes s.s. *Porthos*.

List of the Missing.

SHANGHAI, Jan. 6.
The agents of the Norwegian steamer *Tricolor* have received a telegram from Colombo stating that the *Porthos* picked up 42 survivors of the *Tricolor*.

The missing are Captain Wold, the third officer Holst, one motor-man, one sailor and one passenger named Duxrud.

Crowds Saw Dramatic Spectacle.

COLUMBO, Jan. 6.
Crowds of people ashore saw the dramatic spectacle of the *Tricolor* four miles out, suddenly emit a sheet of flame after which the vessel was enveloped in dense smoke, which became finally dissipated by a terrific explosion, the suddenness of which did not give the crew time to take to the boats.

The *P. & O.* steamer *Naldara* arrived later, but unsuccessfully searched for more survivors.

**MUTINY ON U.S.
STEAMER.****HOPATCONG WITHOUT A
CREW.**

[THROUGH REUTERS' AGENCY.]

CONSTANTINOPLE, Jan. 6.
The United States Shipping Board's 6,000-ton steamer *Hopatcong* arrived here from Odessa, manned only by the Captain and officers and without a single lower deck rating on board.

The crew mutinied at Odessa and deserted following a *palce*, in which the Captain was wounded by a knife thrust.

The Captain navigated the vessel with the aid of the officers to Constantinople, where he is recruiting a fresh crew.

**WRIGHT'S
ST. "BERNARD"
(LUMINOUS) GAS RADIATOR.**

The "ST. BERNARD" (Luminous) Radiator is most suitable for the warming of Hotel Lounges, Waiting Rooms, Entrance Halls, Shops, Libraries, and other public places where a warm and comfortable appearance is so desirable. This Radiator not only distributes heat as other Radiators, but is fitted with a specially shaped copper reflector, which, when the Radiator is in use, gives a cheerful effect and makes it distinctly attractive. No flue is required for this appliance.

May we send you further particulars?

HONG KONG & CHINA GAS CO., LTD.

HEAD OFFICE & WORKS ... WEST POINT.

CENTRAL SHOWROOM ... ICE HOUSE STREET.

(Near Swan Ferry).

KOWLOON SHOWROOM ... 240 NATHAN ROAD.

(Corner of Jordan Road).

TELEPHONE 20000.

Members and Subscribers
Tickets from The Club

Members R.H.K.G.C. can obtain
Office or any Club House.

Speaking of the background of the Commission's work, Mr. Johnson said:—How did the League of Nations become interested and why did it send out a Commission to study the question of traffic in women and children? If you have that, then you will know something of the background of the Commission which will help you to appreciate the problems we are discussing.

About 35 years ago an Englishman by the name of Cook became interested in international traffic in women and girls, principally because the girls and women were being

Mr. von Schmieden, in a speech, referred to the similarity of objects between the League of Nations and the Rotary movement and future good results were doubtless be partly due to influences of Rotary Clubs in different countries.

Hon. Mr. R. H. Kotewall, that as President of the League Nations Society in Hong Kong wished to return thanks to the members of the Commission for

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addresses and attendance. He announced that on Friday, Jan. 10, at 5.30 p.m., Mr. Bascom would deliver an address at the **Cathedral Hall on the Work of the League of Nations.** The Chairman said that at Tuesday's meeting, the speaker would be the Hon. Foo Sheung, who would address the "The Civil Code for China."

modest enough but time was when no man was so ready as "Bind your kings in chains, and your nobles in letters of iron," crying, to your tents, O Israel! Gentleman for God's sake do not let us be gulled twice in an age.

Setting aside the scandal of such an endorsement, we must ask ourselves if we are thus buying a piece of legal jargon as to be what the contemporary writers Dryden and Defoe would have called idiomatic colloquial and racy English, such as he who runs may read."

Members and Subscribers R.H.K.G.C. can obtain Tickets from The Club Office or any Club House.

ADVERTISEMENTS.

THE CHINESE ENGINEERING
AND MINING CO., LTD.

6% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

EIGHTEENTH DRAWING.

NOTICE IS HEREBY GIVEN that, in conformity with the conditions endorsed upon the Debentures, the undermentioned Numbers of Debentures of the total value of \$24,000 were drawn on the FIFTH DAY OF NOVEMBER, 1930, at the Office of the Company, No. 3, London Wall Buildings, in the City of London, in the presence of WATSON FRANKS TURNER, one of the Directors, ALFRED WILLIAM BERRY, Secretary of the Company, and Nicasio Robert JAURALDE, of Bishoppsgate, London, E.C., Notary Public.

The said Debentures will be paid off at Par on the 31st DECEMBER, 1930, at either of the following places:—

In LONDON: At the Office of the Company, No. 3, London Wall Buildings, E.C.3;
In BRUSSELS: At the Office of the Local Board, 13, rue Brédoire, Brussels;
In CHINA: At the General Office of the Company, Tientsin.

5 Bonds of £500 Each, Numbered:

23 51 84 90 173

70 Bonds of £100 Each, Numbered:

204 311 413 494 531 642

725 Bonds of £20 Each, Numbered:

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MAJOR KENWORTHY
ACQUITTED.WIFE'S SOLICITUDE FOR
DEAF HUSBAND.

Mr. Justice Branson asked questions at Sussex Assizes about the method of giving bank references. It was during the case in which Major Kenworthy, the defendant, was charged with conspiracy in share transactions, that Major Kenworthy was found not guilty.

After Fred Sutcliffe, chief clerk of the Fenchurch Street, E.C.3, branch of Barclay's Bank, had given evidence, Mr. Justice Branson asked about the bankers' references which had been given by the Rev. W. R. Fox, one of the alleged victims of the share deals.

"If you are asked for the financial standing of customers of yours, you can either refuse to give it or otherwise, but if you give it don't you make some inquiries?" asked the Judge.

Sutcliffe said that an inquiry was made, but he did not know what it was.

Mr. Justice Branson: It seems to have been an inquiry that satisfied poor Mr. Fox that he could entrust these people with all his savings. It was nothing to do with this case, but it is a matter of public interest to know how these banks give references.

A Devoted Wife.

Major Kenworthy was again accompanied by his wife, who, because of her husband's deafness, is allowed to sit with him. Mrs. Kenworthy recently injured her foot so severely that she is almost unable to walk.

She carried a walking stick and hobbled into court with her husband's assistance. Again the two sat near each other in the dock. Mrs. Kenworthy keeping her husband informed of the evidence by frequent notes. With pencil and paper she eagerly followed each question and answer, and now and again Major Kenworthy would ask her what had been said.

The couple sat so low in the dock that only their heads appeared above the rails.

Mr. St. John Hutchinson (defending) read a long voluntary statement made by Major Kenworthy after he had surrendered to the police. It is said: "I am one of the victims."

Kenworthy added that he never knew anything about stocks and shares. He had no idea at all that anything criminal was being done.

STRANDING OF THE
KUTSANG RECALLED.

COURT OF INQUIRY TO-DAY.

There will be a Court of Inquiry at the Marine Court this morning to investigate the circumstances attending the stranding of the s.s. Kutsang on the evening of December 17.

The Hon. Comdr. G. F. Hale, R.N. (Retired) will preside, the assessors being Comdr. L. G. Aldington, R.N. (H.M.S. "Tamar"), Capt. J. A. Stewart (s.s. "Kion"), Capt. C. Howe (s.s. "Paludina") and Capt. A. Hall (s.s. "Telemaque").

It will be remembered that the Kutsang went aground near Futabaun shortly after 8 p.m. on the above-mentioned date. She got off in about half an hour and entered the harbour under her own steam. Capt. V. McC. Liddell was in command at the time, the vessel being then bound for Hong Kong from Calcutta via Singapore.

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34037 34070 34110 34168 34217 34306
34313 34330 34340 34353 34425 34428
34443 34470 34527 34530 34532 34538
34564 34674 34720 34728 34731 34739
34809 34855 34868 34868 35051 35071
35131 35130 35150 35104 35171 35229
35390 35414 35452 35519 35583 35663
35727 35750 35792 35813 35847 36050
36099 36135 36190 36212 36214 36226
36272 36288 36320 36331 36423 36431
36483 36505 36590 36714 36716 36723
36720 36817 36825 36838 36889 36993
37101 37158 37160 37182 37234 37235
37200 37209 37285 37384 37428 37556
37570 37612 37687 37683 37708 37893
37814 37903 37979 38023 38068 38173
38189 38273 38308 38374 38375 38385
38395 38410 38597 38610 38709 38705
38777 38802 38809 38861 38905 38989
39087 39107 39233 39237 39332

The drawn Debentures, with Coupons Nos. 39 to 40 attached, must be left four clear days for examination.

By Order,
ALFRED W. BERRY,
Secretary.

Countersigned,
N. R. JAURALDE,
Notary Public.

3, LONDON WALL BUILDINGS,
LONDON, E.C.3.
5th November, 1930.

Notice: The following Debenture Bonds drawn at previous drawings have not yet been redeemed and should be presented for payment without delay.

220 Bonds Numbered:

7180 7200 7227 6450 10215 10230

10741 13650 10020 50068 20080 21570

21686 21693 21699 21613 21031 21035

21038 21045 21710 24227 26207 30427

30470 33482 33334 38770 38793

103.2

P. & O. COMPANY'S ANNUAL MEETING.

LORD INCHCAPE'S REVIEW OF A DIFFICULT YEAR.

THE NEW BUILDING PROGRAMME.

The Earl of Inchcape, the company's chairman, presided on December 10 at the nineteenth ordinary general meeting of the Peninsular and Oriental Steam Navigation Co.

The report and accounts having been taken as read, his lordship said that during a lengthy experience he had never known trade so bad. Disturbances in India, the condition in Australia, and the civil war in China, added to the severe fall in the sterling value of the dollar and tael, had seriously affected shipping.

The financial situation in Australia was causing the company and its allies grave inconvenience. They had a very large sum of money lying there which they could not get home except at a very heavy discount. Meantime the money was lodged with the banks at a fair rate of interest.

The latest figures available showed that on October 1 there were laid up 308 British ships with a total of 885,418 tons. The prospects ahead of shipping were far from bright, and despite all efforts to economise there continued to be the greatest difficulty in making voyage results show anything except heavy losses.

The Dividend.

Thanks to their conservative policy extending over many years, the board were able to recommend the payment of a final dividend of five per cent., making a total for the year of ten per cent. free of tax. He felt sure the stockholders would, in the altogether abnormal circumstances, support the board in recommending a reduction of two per cent. in the year's dividend.

Insurance and Depreciation.

The amount at the credit of their Insurance Fund at the end of September, 1929, was £3,000,000. This year it was £2,927,702 10s. 11d., and from this amount they had taken £27,702 10s. 11d. into profit and loss account. They had now decided to insure all their ships outside against total loss and to reduce their insurance fund to £2,000,000, applying £2,000,000 to the depreciation of the fleet.

Mail Service.

The mail services had been carried out with punctuality, the total tonnage landed and embarked at Marseilles and London being no less than 73,500 tons.

Suez Canal Dues.

Continuing, his lordship said he was glad to report that the Suez Canal Co., in view of the depression in shipping, had made a reduction of twenty-five per cent. in the Canal dues, the rate as from December 1st having been fixed at six francs 65 centimes gold per ton. Since 1920 the dues had been gradually reduced by one franc 85 centimes and on ships in ballast by two francs 67 centimes per ton. The Canal transit has been much shortened. The removal of many of the awkward turnings has improved the navigation. The Mantua, homeward bound, had made the Canal passage two days ago in only ten hours.

The Year's Traffic.

The P. & O. and its allies during the year under review had transported 2,041,943 passengers without the loss of a single life. He said this with all trepidation, but the board's first object was to see that the vessels were kept in perfect order so far as was humanly possible, regardless of expense. In this they had the loyal co-operation of their marine and superintending engineers, their dock and repair superintendents, and their captains, officers, engineers and agents everywhere.

The Board had been able to dispense with the ferry service between Aden and Bombay, utilising the China or Australian steamers, for their improved speed, for the fortnightly service both ways, thus avoiding the transfer of mails and passengers at Aden, which was expensive and not very popular. This freed the Ramnak, the price of which would come into next year's accounts. He had felt some responsibility in suggesting to their friends, the Union Company of New Zealand, that they should purchase the Ramnak, and he was glad to have been delivered in Auckland, he had telegraphed to the company.

Hope pleased Ramnak.

and was relieved to get their reply—

"Very pleased Ramnak, valuable attractive addition to our fleet."

103.2

Care of Passengers' Baggage.

Last year he had mentioned that, when he was in India a few years ago, he saw a remark in a newspaper there that passengers landing from P. & O. ships were constantly losing their baggage. A record kept for 1928-9 showed that 9,523 passengers from Europe had been landed from P. & O. steamers in Bombay, and that of their 93,230 packages of baggage not one had been missing. Last year 9,400 passengers were landed, and of 94,000 packages of baggage only one had not been traced. This package was insured, and the owner recovered its value.

They were greatly indebted to the Bombay Port Trust for their most efficient and expeditious arrangements at Ballard Pier for the landing and shipment of mails, passengers and baggage, and also to the Indian Railway Companies for facilities in connection with the landing and shipment of mails and passengers at Bombay, to say nothing of the excellent arrangements made by the Post Office there.

The Burden of Taxation.

Turning to public affairs, Lord Inchcape said that while taxation was inevitable, and all had to bear their share of the cost of the defence and administration of the country, the present expenditure was growing very heavily on industry. Income tax and super tax and the death duties on the savings a man might leave behind him absorbed in many cases 50 per cent. of his estate.

This raid on the fruits of industry and thrift, this expropriation of capital which should remain as a source of reproductive trade and national wealth was in itself a sufficient cause of regret. A worse aspect was that a large part of this reckless plunder, instead of being applied to intensive reduction of the national debt, was dispersed with too lavish a hand in the payment of doles.

The insurance scheme, of which it was proposed to lower the expenditure, had become bankrupt. There were now two-and-a-quarter millions unemployed people in this country, costing the taxpayers well over two million sterling a week. He was recently told of a case in which an unemployed man was offered a job at twenty-eight shillings a week. He declined it, saying, "Why should I take work for twenty-eight shillings when I am getting thirty for doing nothing?" Relief which approached too nearly to the wages line was, he said, morally and financially, a sin against the people.

The Mythic Capitalist.

One heard it said "Down with the capitalists," but who was to take their place? Were all industries to be killed? Was private enterprise to go? Were all banks, factories, railways, steel works, coal mines, shipbuilding yards, shipping shops and stores to be expropriated and run by Government officials? The whole thing was moonshine.

Meantime production costs remained at a level which increased the difficulties of our export trade. Overhead charges could not be escaped and were in many instances an accumulating burden.

One heard talk about thirty-six or forty hours' work a week being enough for anyone. Barring a holiday now and again, he, the speaker, had never been idle, even when on holiday, for the last sixty years. In common with many of his friends, he had worked on an average sixty hours a week and was none the worse for it to-day.

If he might venture to say so, the future of this country was, to a great extent, in the hands of the leaders of the Trade Unions. If they, the Union leaders, did not realise the economic position of the country in the arena of international competition, the nation would come to grief, and they and all their members would share in the disaster.

The British Character.

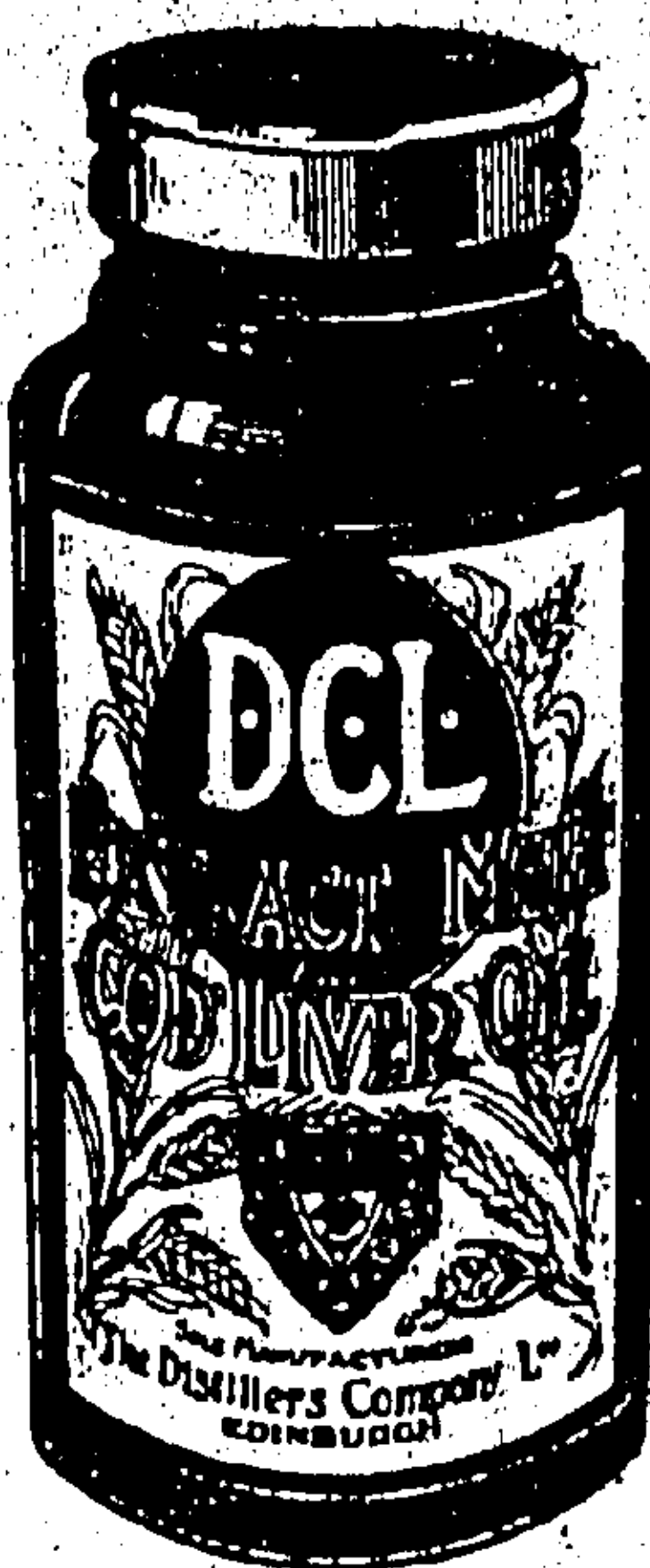
He believed that the adoption of a more wholesome policy would instantly prove that the heart of the people was sound. He did not believe for a moment that we should ever fall into the abyss of communism or exchange our civilisation for such a condition as that which exists in Russia to-day.

The Chairman then moved: "That the report and statement of accounts submitted to you be adopted," which was seconded by the Hon. Lord Kilbracken, G.C.B., and carried unanimously.

The Chairman then proposed: "That a dividend for the half-year ended September 30 last, of 2½ per cent. on the preferred stock, less income tax, and a dividend of 5 per cent. on the deferred stock, free of income tax, as recommended in the report, be now declared; and that payment for the same be made on and after the 10th instant," which was seconded by the Right Hon. Lord Kilbracken, G.C.B., and carried nem. con.

The Right Hon. The Earl of Cromartie, P.C., G.C.I.E., G.C.V.O., and the Right Hon. Sir Robert Balfour, Bart., P.C., G.C.S.I., G.C.B., were unanimously re-elected directors of the company.

A cordial vote of thanks to the chairman, directors and staff for the continued successful management of the company's business terminated the proceedings.

"D. C. L."
MALT EXTRACT
WITH

COD LIVER OIL

Is made from the finest selected Barley and malted with the greatest care on the Company's own premises by the most scientific methods of manufacture.

THE DISTILLERS
COMPANY, LTD.

EDINBURGH.

Price:—Per 1 lb. Jar...\$1.30
Per 2 lb. Jar...\$2.50

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"The machine to count on"

DODD WELLS

6 & CO., LTD.

Queen's Building

ROUND-TABLE CONFERENCE.

FUTURE STATUS OF INDIA.

[BRITISH WIRELESS SERVICE.]

RUGBY, Jan. 5.
In an important speech this afternoon at a meeting of the Federal Structure Sub-Committee of the Round Table Conference, which amounted to a declaration of the attitude of the Liberal section of the British delegation on the main question before the Sub-Committee, Lord Reading, a former Viceroy of India, warmly associated himself with the opinions expressed by Sir Tej Sapru on Friday that the only cure for distrust was trust.

In a plea for mutual trust between India and Britain, Lord Reading said the question of responsibility and settlement of the Hindu-Muslim controversy were the most important matters before the Conference. Regarding the latter, he expressed the earnest hope that when it came up again it would be found to have been settled amicably.

New Situation.

Lord Reading devoted his speech solely to the question of responsibility. Since the Princes had declared their intention of joining in a Federal Constitution for All-India, a new situation was created, and, as the Prime Minister had said, the declaration had revolutionised the whole aspect of the matter before them.

The Liberal section of the British delegation approached the subject of the responsibility of the Federal Executive and the Federal Legislature with a genuine desire to give effect, as far as they legitimately could, to the views of the British Indian delegation, provided adequate safeguards and reservations were introduced enabling the Government of India to be carried on with reasonable security and protection to all interests, and that the new Constitution would be fairly workable. That was the recommendation which the Liberal section would make to their Party in Parliament.

Dual Government.

The necessary safeguards and reservations were, in fact, very little in advance of those which, it had already been admitted, must be made.

In setting up a federal system, it was inevitable that they should meet complications and difficulties. It was idle to refuse to recognise that at this stage there must be some form of dual Government. Questions like defence, the army, foreign relations, international obligations, and obligations already undertaken, must be regarded as outside the region of controversy and as reserved subjects. The Viceroy or Governor-General must be responsible to some authority. They could not have an autocrat at the head. Relations with the Princes in dynastic matters, and questions generally referred to in connection with the paramountcy would also be included among the reserved subjects.

Cabinet Matters.

Regarding the proposals of Sir Tej Sapru, to whose courage and statesmanship he paid a warm tribute, Lord Reading said he broadly approved of setting up a Cabinet of seven or eight Ministers in charge of various departments, and the Cabinet should have collective responsibility.

Although at first he hesitated to accept the proposal that two or three Ministers, as advisers in reserved matters, should sit with the Cabinet, on reflection he concluded that it was a good proposal and should be carefully considered. A great advantage would be that all Ministers, participating in Cabinet discussions would get to understand each other, and the system would be of considerable benefit in securing unity in the Government.

Undoubtedly, the Governor-General must be President of the Council although he need not always preside.

Continuing, Lord Reading said he thought all were too apt to think of the past instead of the future. He, after listening to the arguments, was looking forward to the time when the Council met, when there would not be opposition between the Cabinet and the Viceroy or the Legislature and the Viceroy, and when the whole of the Ministry would be giving, to the best of their ability, effect to the views of the Legislature and explaining to the Legislature why a particular decision was necessary.

In those circumstances, many of the safeguards and reservations now being introduced, because they had to prepare for all eventualities, would in all probability never be brought into play.

Power to Dismiss.

He agreed that no Ministry should be "tossed out" unless there was a two-thirds majority, but that could be left for the present. Power must be inherent in the Viceroy to dismiss the Ministry.

As to the representatives of the Indian States taking part in matters said to be of purely British Indian interest, he thought there

(Continued on next Column.)

LYOYD'S BANK.

DIVIDEND OF FIFTEEN PER CENT. FOR YEAR.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 6.
Lloyd's Bank announce a dividend on the "A" shares (which form the principal part of the bank's shares) for the second half of 1930 at the rate of 15 1/3 per cent. per annum, making a distribution for the year of 15 per cent., compared with 16 2/3 per cent. for the two preceding years.

This is the first occasion since the early period of the war that any big London banks have reduced their dividend.

The bank's profits, although reduced, were sufficient to maintain the dividend, but the directors decided, in view of the trade depression and the uncertain future outlook, that it would be wiser to make a substantial increase in the internal reserves.

OIL CONTRACTS IN DUTCH EAST INDIES.

POLICY OF THE GOVERNMENT.

[THROUGH REUTER'S AGENCY.]

THE HAGUE, Jan. 5.
In a statement with regard to the projected law for the issue of new oil contracts in the Dutch Indies, the Government declares that in the next few years no need will arise for any further considerable increase in the oil-producing districts.

Due consideration will, however, be given to outstanding applications for rights to drill for oil where the interests concerned have hitherto not had sufficient opportunity to extend their works, and where there is a certainty of proper preparation and prospects of effective exploitation and selling organisation.

INTERNATIONAL TIN RESTRICTION.

QUOTA SCHEME APPROVED BY CHINESE IN PERAK.

[THROUGH REUTER'S AGENCY.]

SINGAPORE, Jan. 5.
An independent meeting of Chinese miners in Perak has unanimously passed a resolution in favour of the tin quota scheme.

would be very few subjects where in they had no such interest, either direct or indirect. Reserved and unreserved subject questions would be discussed in the Cabinet, but on reserved points the Cabinet would not vote and on unreserved points the Viceroy's Ministers would not vote.

Currency Question.

Lord Reading dealt at length with finance questions, and urged great care in exchange and currency matters, the control of which must, pending the establishment of a Reserve Bank, be left with the Viceroy. Although law and order were to be transferred to the provinces, over-riding power must be left with the Viceroy to act in cases where disorder covered a wider area.

Assuming that a Federal Constitution came into existence, and they carried out what they had been discussing, India would have made an immense constitutional advance. He did not think it was entirely without risk, but he was prepared to face that risk.

Lord Sankey's Suggestions.

When the discussion on constitutional questions was resumed, the Moslem delegate criticised in detail the present system of administration. Speaking of the future, he urged that the new system should provide adequate safeguards for minorities.

Lord Sankey tentatively suggested to the Sub-Committee that in the new form of the Viceroy's Cabinet, portfolios might possibly be allotted as follows:—Firstly, finance; secondly, law; thirdly, railways, posts and telegraphs; fourthly, education, health and lands; fifthly, industries; sixthly, commerce; seventhly, revenue subjects, for example, administration of customs, opium and salt; eighthly, minor departments, for example, botanical and geological surveys; and, ninthly, minister in charge of minor administrations. At present, the Cabinet consists of seven members, including the Commander-in-Chief.

[THROUGH REUTER'S AGENCY.]

Conservative Delegate's Reservation.

LONDON, Jan. 6.
At the meeting of the Federal Structure Sub-Committee of the Round Table Conference, Sir Samuel Hoare, on behalf of the Conservative delegation, declared that he must at present adopt a non-committal attitude.

He declared that he reserved his opinion regarding responsibility at the centre until the details of the Federal Scheme are more complete.

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA.

Pres. Harrison, Dollar, Jan. 11.
Pres. Johnson, Dollar, Jan. 25.

AMOI.

Taiwan, B. & S., Jan. 7.
Tjikarang, J.C.J.L., Jan. 8.
Haiyang, Douglas, Jan. 9.
Antung, B. & S., Jan. 12.
Haining, Douglas, Jan. 13.
Taiyuan, B. & S., Jan. 14.
Tsinan, B. & S., Jan. 14.
Tjialak, J.C.J.L., Jan. 16.
Kamsang, J.C.J.L., Jan. 20.
Yuanang, Jardine's, Jan. 27.
Namsang, Jardine's, Feb. 3.
Takada, B.I., Feb. 6.

ANTWERP.

Haruna Maru, N.Y.K., Jan. 10.
Jeppore, P. & O., Jan. 10.
Kashmir, P. & O., Jan. 17.
Katori Maru, N.Y.K., Jan. 24.
Peru, Mannors, Jan. 29.
Perim, P. & O., Feb. 7.

AUSTRALIAN PORTS.

Taiiping, B. & S., Jan. 20.
Kamo Maru, N.Y.K., Jan. 22.
Nellore, E. & A., Jan. 31.

BALTIC PORTS.

Peru, Mannors, Jan. 29.

BALTIMORE.

Irisbank, Bank, Jan. 8.
Helenu, B.F., Feb. 6.

BANGKOK.

Hiram, Thoresen, Jan. 11.
Kaying, B. & S., Jan. 11.
Kwangchow, B. & S., Jan. 15.

BARCELONA.

Trier, Melchers, Jan. 10.
Derflinger, Melchers, Feb. 7.

BELAWAN-DELI.

Van Heutz, J.C.J.L., Jan. 15.

BOMBAY.

Moncalieri, Dodwell's, Jan. 8.
Tango Maru, N.Y.K., Jan. 11.
Pilana, Dodwell's, Jan. 24.
Tottori Maru, N.Y.K., Jan. 27.
Comorin, P. & O., Jan. 31.

BOSTON.

Irisbank, Bank, Jan. 8.
Pres. Harrison, Dollar, Jan. 11.
Siamese Prince, Furness, Jan. 13.
Pres. Johnson, Dollar, Jan. 25.
Malayan Prince, Furness, Jan. 29.
Atago Maru, N.Y.K., Feb. 4.
Helenu, B.F., Feb. 6.

BREMEN.

Trier, Melchers, Jan. 10.
Lahn, Melchers, Jan. 24.
Derflinger, Melchers, Feb. 7.

BRINDISI.

Moncalieri, Dodwell's, Jan. 8.
Pilana, Dodwell's, Jan. 24.

CALCUTTA.

Muroran Maru, N.Y.K., Jan. 7.
Tilawa, B.I., Jan. 7, 3 p.m.
Talamba, B.I., Jan. 14.
Akita Maru, N.Y.K., Jan. 15.
Hosang, Jardine's, Jan. 19.
Kutsang, Jardine's, Jan. 23.
Talma, B.I., Feb. 6.

CASABLANCA.

Kashmir, P. & O., Jan. 17.
Philoctetes, B.F., Feb. 3.

CEBU.

Helenu, B.F., Feb. 6.

CHIFFO.

Kueichow, B. & S., Jan. 9.
Liangchow, B. & S., Jan. 13.
Huichow, B. & S., Jan. 23.

COLOMBO.

Moncalieri, Dodwell's, Jan. 8.
Haruna Maru, N.Y.K., Jan. 10.
Jeppore, P. & O., Jan. 10.
Pres. Harrison, Dollar, Jan. 11.
Tango Maru, N.Y.K., Jan. 11.
Kashmir, P. & O., Jan. 17.
General Metzinger, M.M., Jan. 20.
Sarpedon, B.F., Jan. 21.
Katori Maru, N.Y.K., Jan. 24.
Pilana, Dodwell's, Jan. 24.
Pres. Johnson, Dollar, Jan. 25.
Tottori Maru, N.Y.K., Jan. 27.
Glenapp, Jardine's, Jan. 29.
Comorin, P. & O., Jan. 31.
Andre Lebon, M.M., Feb. 3.

COPENHAGEN.

Peru, Mannors, Jan. 29.

DALRY.

Patroclus, B.F., Jan. 10.
Luchow, B. & S., Jan. 12.
Antenor, B.F., Feb. 6.

DUTCH PORTS.

City of Corinth, Bank, Jan. 7.
Haruna Maru, N.Y.K., Jan. 10.
Jeppore, P. & O., Jan. 10.
Trier, Melchers, Jan. 10.
Duisburg, J.C.J.L., Jan. 13.
Kashmir, P. & O., Jan. 17.
Sarpedon, B.F., Jan. 21.
Katori Maru, N.Y.K., Jan. 24.
Lahn, Melchers, Jan. 24.
Glenapp, Jardine's, Jan. 29.
Ceylon, Gilman's, Feb. 3.
Philoctetes, B.F., Feb. 3.
Sauerland, J.C.J.L., Feb. 3.
Derflinger, Melchers, Feb. 7.
Perim, P. & O., Feb. 7.

FOOCHOW.

Haiyang, Douglas, Jan. 9.
Chipshing, Jardine's, Jan. 13.
Haining, Douglas, Jan. 13.
Cheongshing, Jardine's, Jan. 20.
Huichow, B. & S., Jan. 23.

GENOA.

Moncalieri, Dodwell's, Jan. 8.
Trier, Melchers, Jan. 10.
Pres. Harrison, Dollar, Jan. 11.
Duisburg, J.C.J.L., Jan. 13.
Duisburg, J.C.J.L., Jan. 13.
Duisburg, J.C.J.L., Jan. 13.
Pilana, Dodwell's, Jan. 24.
Pres. Johnson, Dollar, Jan. 25.
Ceylon, Gilman's, Feb. 3.
Sauerland, J.C.J.L., Feb. 3.
Derflinger, Melchers, Feb. 7.

GLASGOW.

Moncalieri, Dodwell's, Jan. 8.
Sarpedon, B.F., Jan. 21.
Laomedon, B.F., Feb. 1.

GOTHENBURG.

Ceylon, Gilman's, Feb. 3.

HAIPHONG AND HOHNG.

Kingyuan, B. & S., Jan. 15.

HAMBURG.

City of Corinth, Bank, Jan. 7.
Jeppore, P. & O., Jan. 10.
Trier, Melchers, Jan. 10.
Duisburg, J.C.J.L., Jan. 13.
Lahn, Melchers, Jan. 24.
Glenapp, Jardine's, Jan. 29.
Peru, Mannors, Jan. 29.
Ceylon, Gilman's, Feb. 3.
Philoctetes, B.F., Feb. 3.
Sauerland, J.C.J.L., Feb. 3.
Derflinger, Melchers, Feb. 7.
Perim, P. & O., Feb. 7.

HAVRE.

Moncalieri, Dodwell's, Jan. 8.
Peru, Mannors, Jan. 29.
Laomedon, B.F., Feb. 1.

HONOLULU.

Shinyo Maru, N.Y.K., Jan. 20.
Ginyo Maru, N.Y.K., Feb. 1.
Asama Maru, N.Y.K., Feb. 4.

ILOILO.

Helenu, B.F., Feb. 6.

JAPAN PORTS.

Emp. of Russia, C.P.S., Jan. 7.
Yasukuni Maru, N.Y.K., Jan. 7.
Ixion, B.F., Jan. 8.
Sauerland, J.C.J.L., Jan. 8.
Pilana, Dodwell's, Jan. 9.
Glenapp, Jardine's, Jan. 13.
Pres. Madison, A.M.L., Jan. 13.
Kitano Maru, N.Y.K., Jan. 14.
Talma, B.I., Jan. 15.
Kashgar, P. & O., Jan. 17.
Automedon, B.F., Jan. 17.
Glenhiel, Jardine's, Jan. 18.
City of Wellington, Bank, Jan. 19.
Kumsang, Jardine's, Jan. 20.
Porthos, M.M., Jan. 20.
Pres. Pierce, Dollar, Jan. 20.
Shinyo Maru, N.Y.K., Jan. 20.
Hakone Maru, N.Y.K., Jan. 20.
Havel, Melchers, Jan. 23.
Shantung, Gilman's, Jan. 23.
Khiva, P. & O., Jan. 25.
Kynseng, J.C.J.L., Jan. 25.
Yuenang, Jardine's, Jan. 27.
Venetia-L, Dodwell's, Jan. 30.
Malwa, P. & O., Jan. 31.
Tyndareus, B.F., Jan. 31.
Ginyo Maru, N.Y.K., Feb. 1.
Glenamoy, Jardine's, Feb. 2.
Leverkusen, J.C.J.L., Feb. 2.
Chenoneaux, M.M., Feb. 3.
Namsang, Jardine's, Feb. 3.
Asama Maru, N.Y.K., Feb. 4.
Emp. of Japan, C.P.S., Feb. 5.
Tanda, E. & A., Feb. 6.
Takada, B.I., Feb. 6.
Machao, B.F., Feb. 7.

KASHI.

Emp. of Russia, C.P.S., Jan. 7.
Yasukuni Maru, N.Y.K., Jan. 7.
Ixion, B.F., Jan. 8.
Sauerland, J.C.J.L., Jan. 8.
Pilana, Dodwell's, Jan. 9.
Glenapp, Jardine's, Jan. 13.
Pres. Madison, A.M.L., Jan. 13.
Kitano Maru, N.Y.K., Jan. 14.
Talma, B.I., Jan. 15.
Kashgar, P. & O., Jan. 17.
Automedon, B.F., Jan. 17.
Glenhiel, Jardine's, Jan. 18.
City of Wellington, Bank, Jan. 19.
Kumsang, Jardine's, Jan. 20.
Porthos, M.M., Jan. 20.
Pres. Pierce, Dollar, Jan. 20.
Shinyo Maru, N.Y.K., Jan. 20.
Hakone Maru, N.Y.K., Jan. 20.
Havel, Melchers, Jan. 23.
Shantung, Gilman's, Jan. 23.
Khiva, P. & O., Jan. 25.
Kynseng, J.C.J.L., Jan. 25.
Yuenang, Jardine's, Jan. 27.
Venetia-L, Dodwell's, Jan. 30.
Malwa, P. & O., Jan. 31.
Tyndareus, B.F., Jan. 31.
Ginyo Maru, N.Y.K., Feb. 1.
Glenamoy, Jardine's, Feb. 2.
Leverkusen, J.C.J.L., Feb. 2.
Chenoneaux, M.M., Feb. 3.
Namsang, Jardine's, Feb. 3.
Asama Maru, N.Y.K., Feb. 4.
Emp. of Japan, C.P.S., Feb. 5.
Tanda, E. & A., Feb. 6.
Takada, B.I., Feb. 6.
Machao, B.F., Feb. 7.

KASHI.

Emp. of Russia, C.P.S., Jan. 7.
Yasukuni Maru, N.Y.K., Jan. 7.
Ixion, B.F., Jan. 8.
Sauerland, J.C.J.L., Jan. 8.
Pilana, Dodwell's, Jan. 9.
Glenapp, Jardine's, Jan. 13.
Pres. Madison, A.M.L., Jan. 13.
Kitano Maru, N.Y.K., Jan. 14.
Talma, B.I., Jan. 15.
Kashgar, P. & O., Jan. 17.
Automedon, B.F., Jan. 17.
Glenhiel, Jardine's, Jan. 18.
City of Wellington, Bank, Jan. 19.
Kumsang, Jardine's, Jan. 20.
Porthos, M.M., Jan. 20.
Pres. Pierce, Dollar, Jan. 20.
Shinyo Maru, N.Y.K., Jan. 20.
Hakone Maru, N.Y.K., Jan. 20.
Havel, Melchers, Jan. 23.
Shantung, Gilman's, Jan. 23.
Khiva, P. & O., Jan. 25.
Kynseng, J.C.J.L., Jan. 25.
Yuenang, Jardine's, Jan. 27.
Venetia-L, Dodwell's, Jan. 30.
Malwa, P. & O., Jan. 31.
Tyndareus, B.F., Jan. 31.
Ginyo Maru, N.Y.K., Feb. 1.
Glenamoy, Jardine's, Feb. 2.
Leverkusen, J.C.J.L., Feb. 2.
Chenoneaux, M.M., Feb. 3.
Namsang, Jardine's, Feb. 3.
Asama Maru, N.Y.K., Feb. 4.
Emp. of Japan, C.P.S., Feb. 5.
Tanda, E. & A., Feb. 6.
Takada, B.I., Feb. 6.
Machao, B.F., Feb. 7.

KASHI.

Emp. of Russia, C.P.S., Jan. 7.
Yasukuni Maru, N.Y.K., Jan. 7.
Ixion, B.F., Jan. 8.
Sauerland, J.C.J.L., Jan. 8.
Pilana, Dodwell's, Jan. 9.
Glenapp, Jardine's, Jan. 13.
Pres. Madison, A.M.L., Jan. 13.
Kitano Maru, N.Y.K., Jan. 14.
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Havel, Melchers, Jan. 23.
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Emp. of Japan, C.P.S., Feb. 5.
Tanda, E. & A., Feb. 6.
Takada, B.I., Feb. 6.
Machao, B.F., Feb. 7.

CHINA NAVIGATION COMPANY, LIMITED.

AMOI & SHANGHAI	"TSINAN"	On 7th Jan., 5 p.m.
SWATOW & SHANGHAI	"KIUNGCHOW"	On 8th Jan., 10 a.m.
SWATOW, WHAIHAI, UNKOO & TIENTSIN	"KUEIKHOW"	On 9th Jan., 8 a.m.
SHANGHAI	"TEAN"	On 10th Jan., 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 11th Jan., 8 a.m.
SWATOW & BANGKOK	"KAYING"	On 11th Jan., 11 a.m.
SWATOW, SHANGHAI & BANGKOK	"ANTUNG"	On 12th Jan., Noon
NINGPO, SHANGHAI & DALNY	"LUCHOW"	On 12th Jan., 5 p.m.
SHANGHAI, CHIOFOO & TIENTSIN	"LIANGCHOW"	On 13th Jan., 8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIKUAN"	On 13th Jan., 8 a.m.
AMOI & SHANGHAI	"TAIKUAN"	On 14th Jan., 5 p.m.
HONGKONG, PAKHOI & HAIPHONG	"KINGYUAN"	On 15th Jan., Noon
SWATOW & BANGKOK	"KWANGCHOW"	On 15th Jan., 11 a.m.
FOOCHOW, WHAIHAI, UNKOO & TIENTSIN	"ANHUI"	On 16th Jan., Noon
	"HUICHOW"	On 23rd Jan., 8 a.m.

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FIRST CLASS FARE TO SYDNEY, 695 RETURN
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STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
TAIPING	14th Jan.	20th Jan.	23rd Jan.	28th Feb.
CHANGTE	15th Jan.	21st Jan.	24th Jan.	29th Feb.
TAIPING	16th Jan.	22nd Jan.	25th Jan.	1st Mar.
CHANGTE	17th Jan.	23rd Jan.	26th Jan.	2nd Mar.

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BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "PERU"

on or about 29th JANUARY

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SAILING LIST.

STEAMER	Leave Hong Kong	Leave Shanghai	Leave Copenhagen
M.S. "Peru"	28th Jan.	29th Jan.	29th Jan.
M.S. "Africa"	28th Jan.	29th Jan.	29th Jan.
M.S. "India"	28th Jan.	29th Jan.	29th Jan.
M.S. "Danmark"	28th Jan.	29th Jan.	29th Jan.
M.S. "Java"	28th Jan.	29th Jan.	29th Jan.
M.S. "Asia"	28th Jan.	29th Jan.	29th Jan.

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FOR SIX MONTHS

Office: 11, Ice House Street.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

JANUARY 5, 1931.																	JANUARY 6, 1931.																
STATION	Hour	BAROMETER AT SEA LEVEL		TEMPERATURE	WIND	WIND FORCE	WIND DIRECTION	Hour	BAROMETER AT SEA LEVEL		TEMPERATURE	WIND	WIND FORCE	WIND DIRECTION	Hour	Hour																	
		INCHES	MILL.						INCHES	MILL.																							
Wladivostok	12	30.47	774.0	3	NNE	4	b	6	30.52	776.3	4	NW	3	0	12	0																	
Nemuro	11	29.72	755.0	...	NNE	2	...	5	30.24	768.0	...	NNW	2	0	1	0																	
Hakodate	"	29.84	760.5	...	WNW	3	...	"	30.28	763.5	...	NNE	1	0	1	0																	
Tokio	"	29.80	767.0	...	NE	1	...	"	30.16	766.0	...	...	...	0	1	0																	
Kochi	"	29.96	761.0	...	NW	1	...	"	30.04	763.0	...	NE	1	0	1	0																	
Nagasaki	"	30.04	763.0	...	W	1	...	"	29.94	760.5	...	...	...	0	0	0																	
Kagoshima	"	30.04	763.0	...	NW	1	...	"	29.96	761.0	...	...	...	0	0	0																	
Oshima	"	30.04	763.0	...	WNW	1	...	"	29.94	760.5	...	E	2	1	2	1																	
Naha	"	30.04	763.0	...	ESE	1	...	"	29.98	761.0	...	S	1	1	2	1																	
Ishigakijima	"	30.04	763.0	...	SSE	1	...	"	29.92	760.0	...	...	...	1	2	1																	
Bonin Island	"	30.08	764.0	...	SSW	1	...	"	30.06	763.5	24	WNW	4	0	0	0																	
Choshi	15	30.29	763.3	80	N	2	b	6	30.35	770.9	24	NNW	4	4	0	0																	
Shanghai	14	29.97	761.2	59	E	4	of	"	30.23	767.3	44	N	6	4	0	0																	
Gutai	"	30.00	762.0	54	ENE	4	of	"	30.19	766.3	43	NE	6	4	0	0																	
Wenchow	"	29.97	761.2	59	E	4	of	"	30.03	762.8	59	NE	6	2	0	0																	
Foochow	"	29.93	759.5	65	N	2	of	"	29.89	759.2	66	SSE	2	2	0	0																	
Amoy	"	29.86	758.4	71	SSE	3	of	"	29.86	758.4	65	NNE	1	0	0	0																	
Swatow	"	29.85	758.3	70	NE	3	or	"	29.83	757.7	67	...	...	0	0	0																	
Taihu	11	29.93	760.8	83	...	...	b	"	29.90	759.5	68	...	...	0	0	0																	
Taihu	"	29.94	760.6	82	...	...	b	"	29.92	760.0	65	NE	2	0	0	0																	
Taiwan	"	29.93	760.3	85	...	...	b	"	29.88	758.9	70	...	...	0	0	0																	
Koshun	"	29.94	760.0	81	ENE	4	bc	"	29.86	758.4	72	E	2	0	0	0																	
Pescadores	"	29.95	760.8	79	NNE	4	bc	"	29.88	758.3	77	E	2	0	0	0																	
Hong Kong	14	29.85	758.2	73	ESE	2	bc	"	29.87	758.7	69	E	2	0	0	0																	
Gap Rock	"	29.86	758.4	70	ENE	2	bc	"	29.86	758.4	70	NE	2	0	0	0																	
Macao	"	29.83	757.3	74	ENE	2	b	"	29.84	757.9	68	...	...	0	0	0																	
Hohow	"	29.85	758.2	75	NE	1	b	"	29.85	758.2	76	...	...	0	0	0																	
Pratas Island	"	29.88	757.8	81	E	6	bc	"	29.80	758.5	68	ESE	4	6	0	0																	
Phu Lin	15	29.80	757.0	76	SSE	2	bc	"	29.80	757.0	68	SSW	6	4	0	0																	
Tourane	"	29.78	756.5	81	E	8	bc	"	29.88	759.3	72	ENE	8	0	0	0																	
Cape St. James	"	29.88	757.5	81	ESE	4	bc	"	29.88	758.8	77	SE	4	0	0	0																	
Dasco	14	29.85	758.2	81	SE	4	bc	"	29.88	758.8	73	...	...	0	0	0																	
Apurri	"	29.81	757.1	83	E	2	bc	"	29.88	758.8	70	...	...	0	0	0																	
Tuguegarao	"	...	...	...	...	...	...	"	29.88	758.8	77	...	...	0	0	0																	
Vigan	"	...	...	...	...	...	...	"	29.83	757.6	70	...	...	0	0	0																	
Manila	"	29.82	757.4	91	SE	4	bc	"	29.85	754.2	72	...	...	0	0	0																	
Legaspi	"	29.83	757.8	88	ENE	4	b	"	29.85	758.2	74	...	...	0	0	0																	
Calbayog	"	...	...	...	...	...	...	"	29.86	758.5	74	...	...	0	0	0																	
Tacloban	"	...	...	...	...	...	...	"	29.88	758.8	76	...	...	0	0	0																	
Iloilo	"	29.80	757.0	88	NE	4	b	"	29.84	758.0	76	NE	2	2	0	0																	
Cebu	"	...	...	...	...	...	...	"	19.84	757.9	77	N	2	2	0	0																	
Surigao	"	29.78	756.5	86	E	2	bc	"	20.84	757.8	79	E	6	2	0	0																	
Salpagan	11.00	...	...	...	...	...	...	"	23.91	759.7	74	...	...	0	0	0																	
Guam	12.22	...	...	...	...	...	...	"	4.22	...	...	...	...	0	0	0																	
Yap	11.00	29.78	756.5	85	NE	4	bc	"	29.82	757.3	73	ENE	4	2	0	0																	
Pelew	"	...	...	...	...	...	...	"	29.81	757.2	73	N	2	0	0	0																	
Labuan	14	29.81	757.2	88	N	2	b	"	29.82	757.4	76	...	...	0	0	0																	

January 5d. 18h. 00m.—Warning to Hong Kong, Coast Ports, &c.—Typhoon in Lat. 12° N. Long. 115° E, moving W. position uncertain.
January 5d. 10h. 30m.—Warning to Hong Kong, Coast Ports, &c.—Typhoon filling up in Lat. 13° N. Long. 113° E, moving W. position uncertain.
January 5d. 10h. 50m.—The typhoon appears to be filling up between 210 and 310 miles E.N.E. of Padaran. A strong anticyclone is central to the north of Korea.
The monsoon will freshen along the S.E. coast of China.
Manila warning, 5d. 11h. 15m.—Typhoon over N. China Sea moving W.N.W. or N.W. Recd. 5d. 11h. 50m. Shanghai warning, 5d. 14h. 40m.—Typhoon of unknown intensity within 1.0 miles of Lat. 13° N. Long. 117° E, moving W. Recd. 5d. 16h. 07m.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 0.01 inch, against an average of 0.14 inch.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON JANUARY 7.

- 1.—Formosa Channel ... Light, variable winds, freshening from N.E.
2.—South coast of China between Hong Kong and Lamook ... N.E. winds, moderate; cloudy at first, finer later.
3.—Hong Kong to Gap Rock ...
4.—South coast of China between Hong Kong and Hainan ...

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, January 6.	Previous (On Date) On Date		
	Day at 4 p.m.	at 10 a.m.	at 4 p.m.
Barometer...	29.81	29.84	29.83
Temperature	73	72	77
Humidity...	90	91	77
Wind...	ESE	ESE	E
Direction	2	2	2
Force	OM	OM	BO
Weather	0.01	0.00	0.01
B in	...	...	...
Highest open-air Temperature...	5.78	...	...
Lowest open-air Temperature...	0.69	...	...

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.

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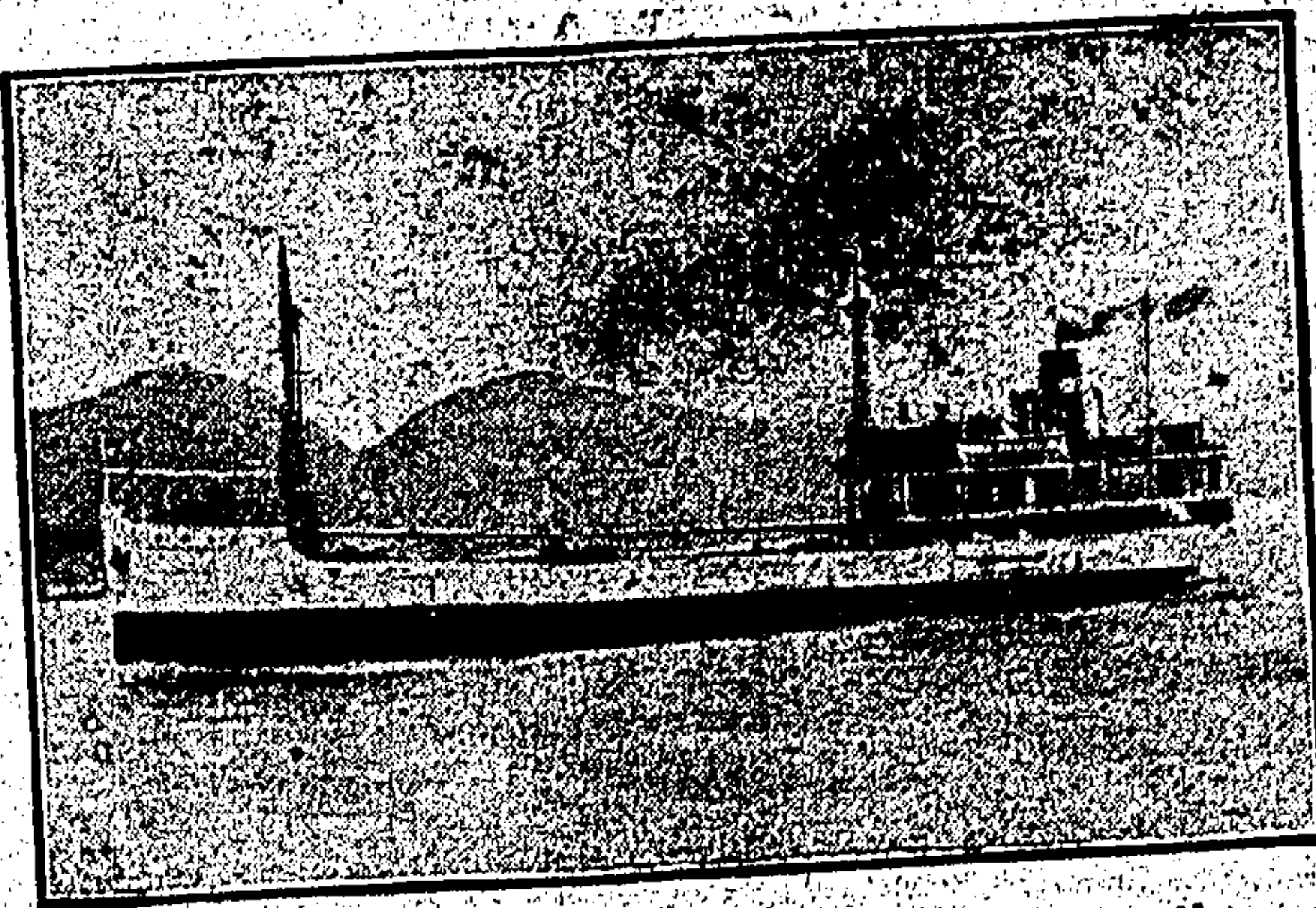
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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG" "CHAKSANG" "FOOSHING"	Sun., 11th Jan., at 7 a.m. Wed., 14th Jan., at 7 a.m. Sun., 18th Jan., at 7 a.m.
SHANGHAI via SWATOW	"WAISHING"	Fri., 9th Jan., at 7 a.m.
SINGAPORE, PENANG & ALLOTTA	"HOSANG" "KUTSANG"	Mon., 19th Jan., at 8 p.m. Wed., 20th Jan., at 8 p.m.
OSAKA via AMOI, SHAL, MOJI & KOBE	"KUMSANG" "YUENSANG"	Tues., 20th Jan., at 7 a.m. Tues., 27th Jan., at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"NAMSANG"	Tues., 3rd Feb., at 7 a.m.
SANDAKAN	"YUSANG" "MAUSANG"	Wed., 14th Jan., at Noon Sat., 17th Jan., at Noon
TIENTSIN via SWATOW & FOOCHOW	"CHIPSANG" "CHONGSANG"	Tues., 13th Jan., at 7 a.m. Tues., 20th Jan., at 7 a.m.

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Motor Vessel "GLENAPP" ... (Via Oran) ... 29th Jan.
Steamship "GLENARVONSHIRE" ... 24th Mar.
Motor Vessel "GLENLUCE" ... 23rd Apr.

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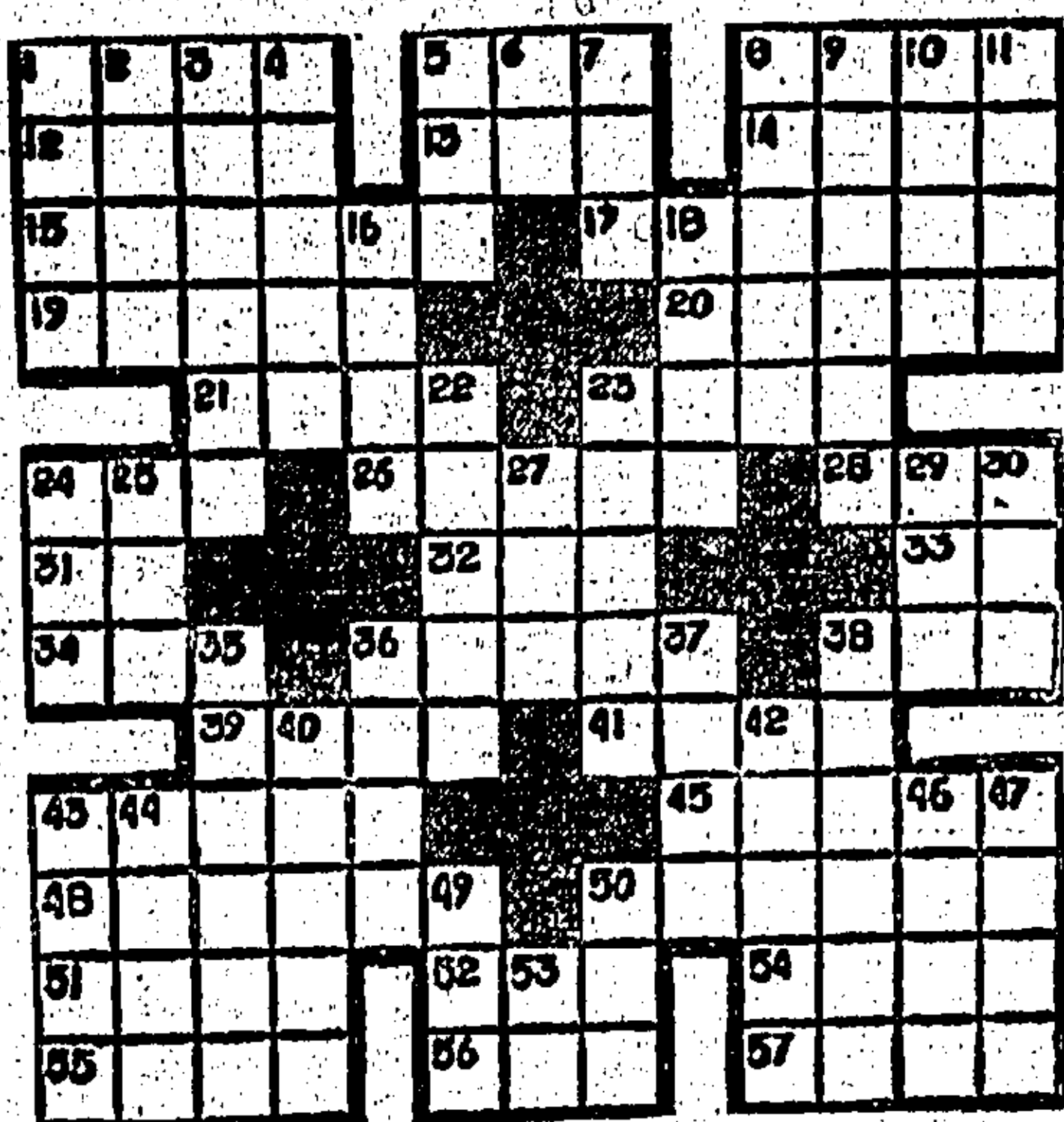
NEXT SAILINGS TO EUROPE:—

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Freight	S.S. "Laba"	...	departure 14th Jan.
Pass.	S.S. "DERFFLINGER"	...	departure 7th Feb.
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HORIZONTAL

- 1—Quarrel.
- 2—To haul.
- 3—To look over closely.
- 10—Biblical word.
- 13—Age.
- 14—Door of great deeds.
- 15—Errors in writing.
- 17—Small seeds.
- 18—Small vegetables.
- 20—To rent.
- 21—Home of bird.
- 23—To mail.
- 24—Skill.
- 26—To stop.
- 28—To devour.
- 29—To perform.
- 30—Old cloth measure.
- 33—To depart.
- 34—Welsh river.
- 36—Cooked in oven.
- 38—To decay.
- 39—Food.
- 41—Spud contest.
- 43—To snub.
- 45—Carnivore.
- 48—Sensory organs.
- 50—Country of N. America.
- 51—To egg.
- 52—Through or by.
- 53—Edible mollusk.
- 55—Insects.
- 56—Some.
- 57—Cordage substance.

VERTICAL

- 1—Pace.
- 2—To pool.
- 3—Unmilitated.
- 4—To plague.
- 5—Afternoon party.
- 6—Conjunction.
- 7—Part of "to be".
- 8—Coverings for feet.

- 9—Wax ointment.
- 10—War god.
- 11—Part of face.
- 12—To try.
- 13—To walk wearily.
- 14—To entertain.
- 22—More wau.
- 24—Fuss.
- 25—Eggs of fish.
- 27—Large deer.
- 29—In the past.
- 30—Colloquial child.
- 35—To come out.
- 36—Nude.
- 37—Set of facts.
- 38—To entertain.
- 40—Roof edges.
- 42—Bang, sure thing.
- 43—To slight.
- 44—That and no more.
- 46—Kind of cheese.
- 47—Inclined walk.
- 49—Watering place.
- 50—To weep.
- 53—Half an cm.

No. 1844



Our patrons may have been a little puzzled by yesterday morning's solutions. The printer's devil had once again justified his name—putting in a puzzle and answers that should have been kept to another day.

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Hong Kong, 18th July, 1930. [30]

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V. M. GRAYBURN, Chief Manager.
Hong Kong, 18th July, 1930. [9]

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Hong Kong, 18th May, 1930. [30]

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Hong Kong, 9th Jan., 1929. [30]

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F. THOROUGHGOOD, Acting Manager.

7, Queen's Road Central, Hong Kong, 10th Apr., 1930. [29]

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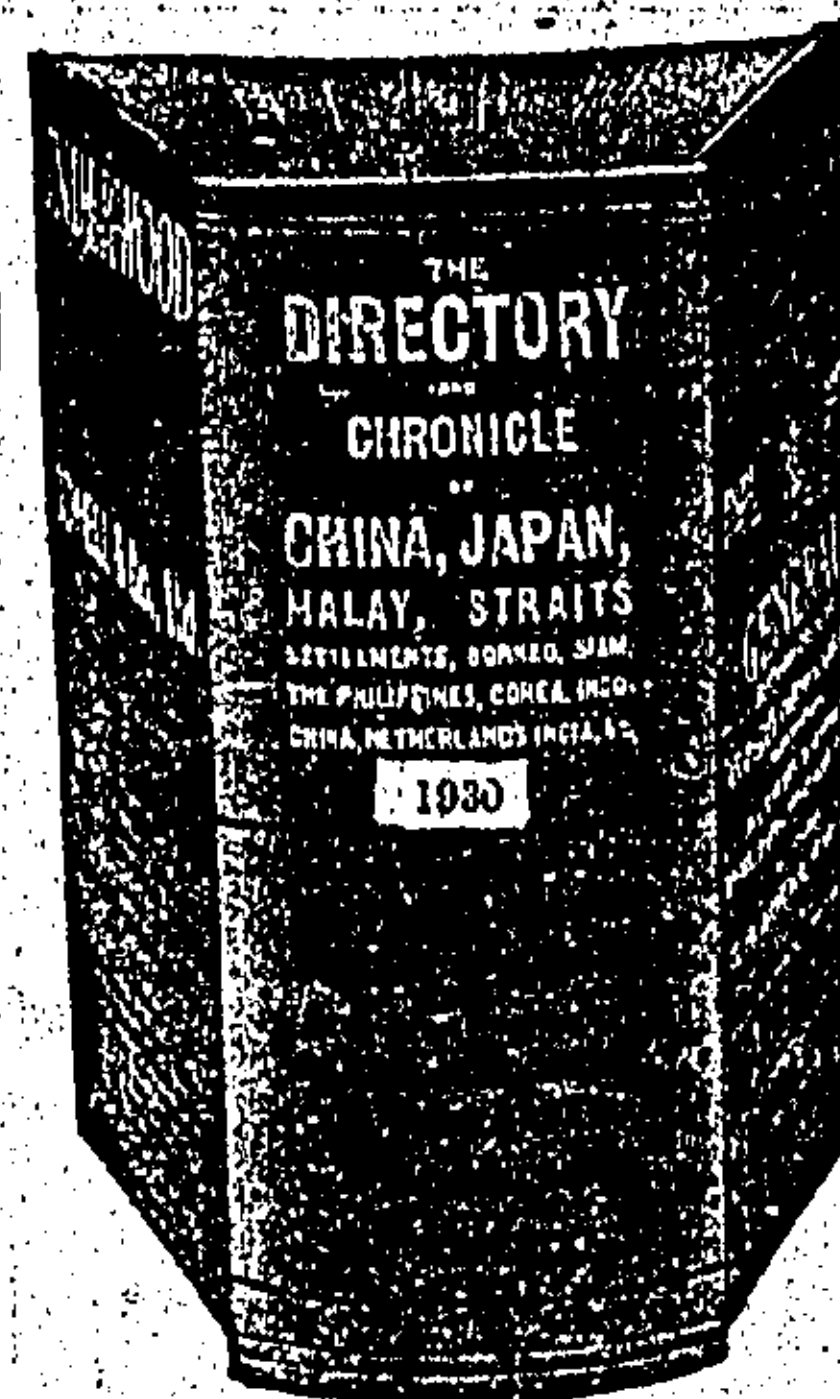
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